S-103(2) George Rd.-East Jct. Sec., 1953
Holland Loop Co. Rd.
#3951

6-10-55

1955

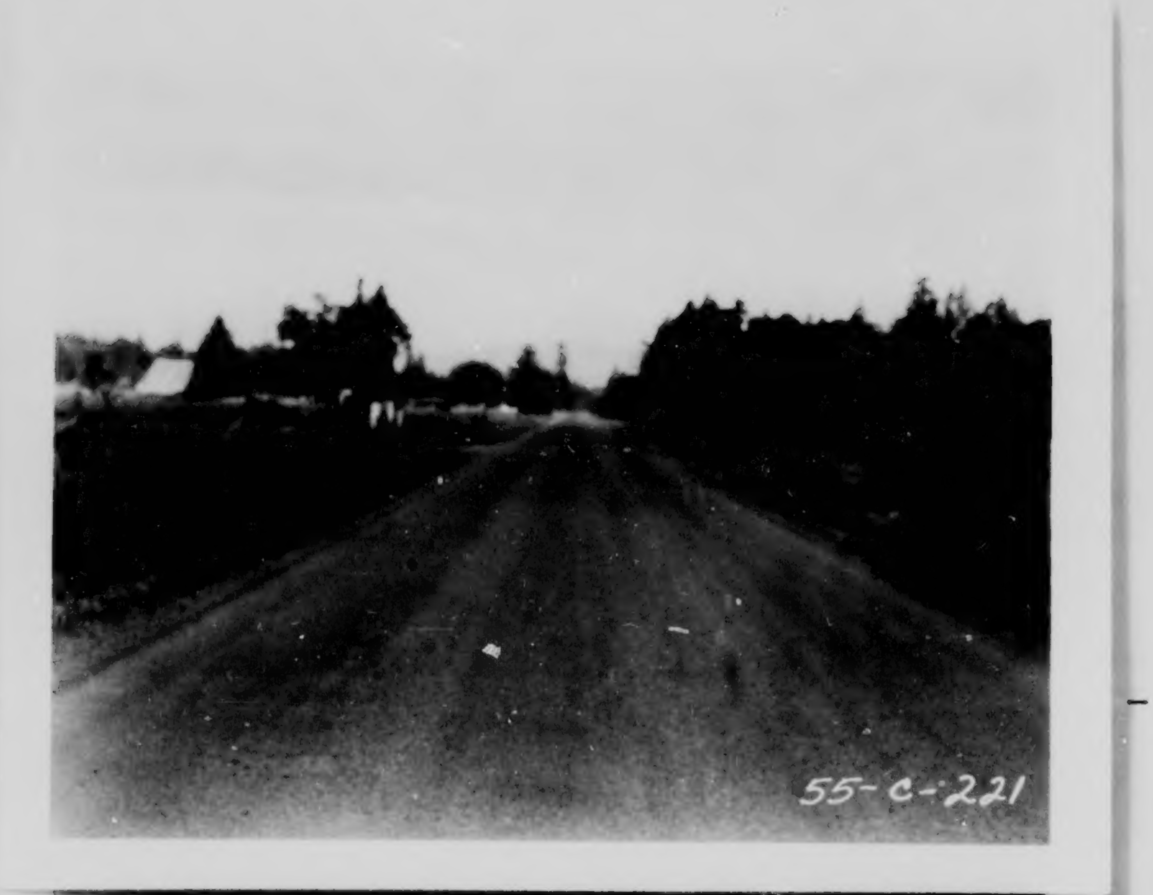
FAS 267 County Josephine Contract No. 3951

Section George Rd - East Junction

53-C-23 Sta 287 looking W.

Location

53-C-24 Sta 482 looking N.



55-C-221

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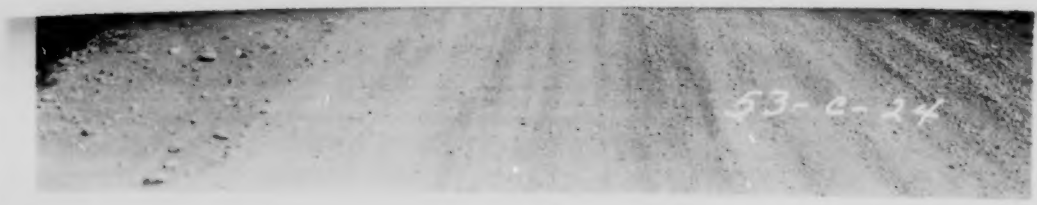
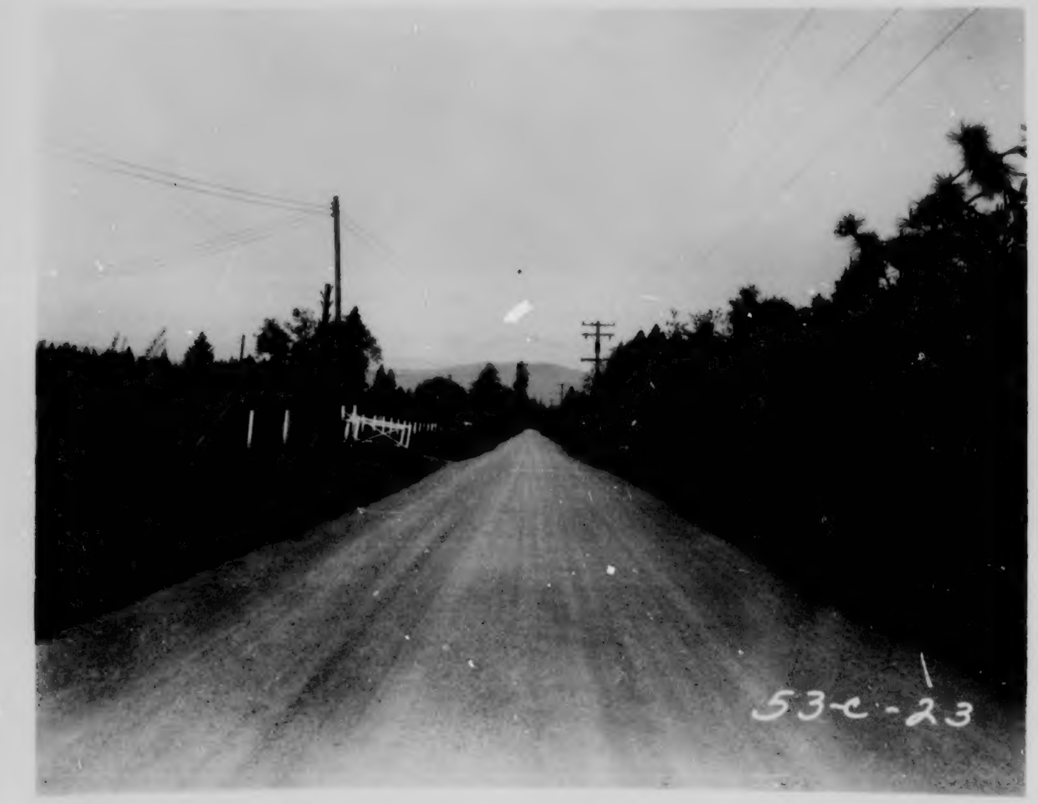
55-C-222

53-C-23


53-C-24

6/10/55 Josephine FAS 267

Same as 53-C-24



955

F 51

S

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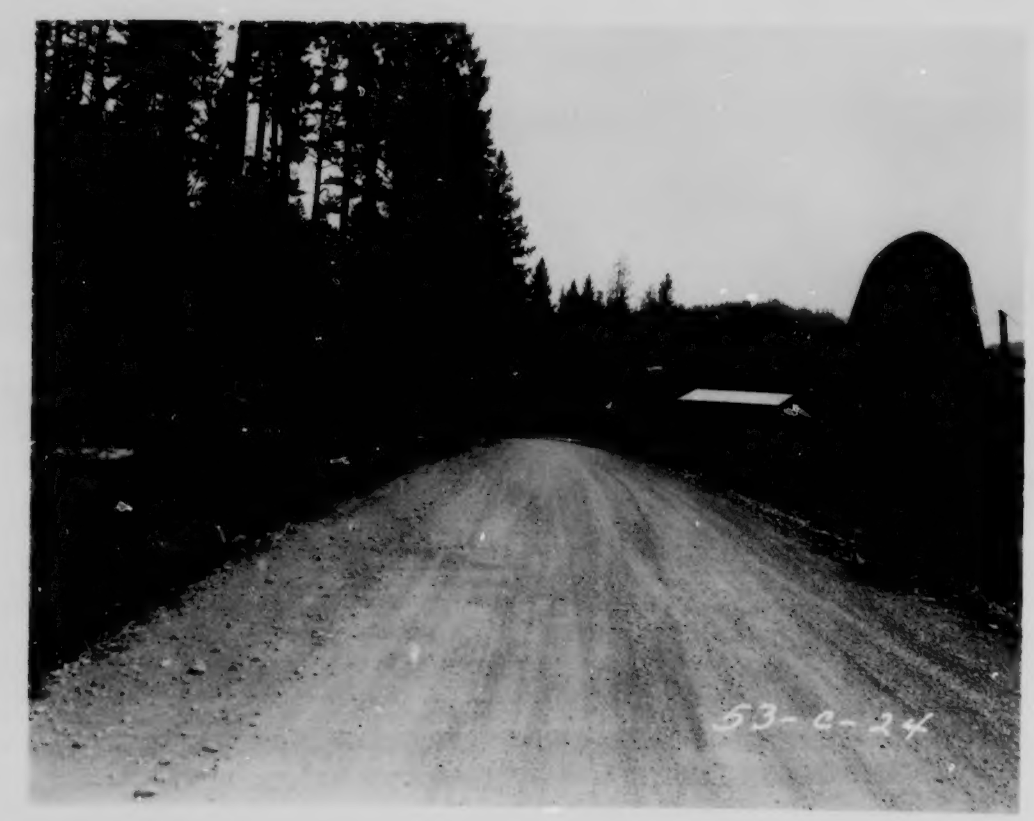
Sta 287 looking W. (Approx .42 E. of W. End of Project)



NOTED
Harold C. Ayers

January 13, 1955

Mr. C. P. Fauerso
Josephine County Engineer
Court House
Grants Pass, Oregon

Attention: Clarice L. Burch, Bookkeeper

FAS 267

Contract 3951
S-103(2)

NOTED
J. F. HAGLMANN

NOTED
J. W. CATTRALL

Dear Sir:

This is to acknowledge receipt of Warrant No. 50656 for $1,422.67 covering payments for Invoice #37235, additional amount due on George Road-East Junction FAS project, and Invoice #36943 for 300 real estate option forms.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
JAN 10 1955
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

OFFICE OF
COUNTY ENGINEER • JOSEPHINE COUNTY
BASEMENT ROOM NO. 2, COURTHOUSE
GRANTS PASS, OREGON

RECEIVED
JAN 11 1955
ENGINEER
COUNTY & CITY RELATIONS

Dec. 30, 1954

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Attention: John W. Cattrall
Engineer, County and City Relations

Dear Sir:

Enclosed please find Josephine County Warrant in the amount of $1,422.67, covering payments as follows:

Invoice No. 37235 of Dec. 22, 1954, additional amount due from county on costs of George Road-East Junction county FAS Project in Josephine County - - - - - - -	$1,414.31
Invoice No. 36943 of Dec. 3, 1954, covering 300 Real Estate Option forms(E-308-E-308X) - - - - - - -	8.36

Thanking you for your cooperation with this department, I am

Yours very truly,

CB:ef

Clarice L. Burch
Clarice L. Burch, Bookkeeper.

Encl.

Warrant no. 50656 for $1422.67 to acctg. Div. 1-10-55.

F. Query

RECEIVED
JAN 10 1955
OREGON
STATE HIGHWAY COMMISSION

FAS 267

NOTED

NOTED
V. R. JONES

10M 3-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

RECEIVED
DEC 23 1954
ENGINEER
COUNTY & CITY RELATIONS

Josephine County
Grants Pass, Oregon
Attn: County Court

Invoice No. 37235

Date December 22, 1954

Your Req. No.

Billing Request No. cc-125

Credit distribution: 517-1015-297

Final billing county share of total costs of George Road-East Junction county FAS Project in Josephine County. Covered by agreement dated May, 1953.

Original Advance Deposit	$38,400.00	
Amount previously transferred	30,000.00	
Balance advance deposit		8,400.00
Cost of project as per attached statement	39,814.31	
Less: Amount previously transferred	30,000.00	
Balance due		9,814.31
Additional am't due from county		$ 1,414.31

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $______________

By ____________________

NOTED
J. W. CATTRALL

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. C. P. Fauerso, County Engineer

FAS 267

NOTED
V. R. JONES

NOTED
Harold C. A.

December 22, 1954

Josephine County Court
Court House
Grants Pass, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

Final costs on the George Road-East Junction section of FAS 267 are now available and it has been determined that the agreed county share of these costs is $39,814.31 as shown in the attached cost statement. As the county initially deposited $38,400 the balance of $1,414.31 is due the state. A billing form for this amount will be forwarded you by our Accounting Division within the next seven to ten days.

The costs on this project exceeded the estimate used as the basis of the advance deposit because of an overrun in bid item quantities and the extra work required to remove a slide occurring during construction. If you have any questions on this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. C. P. Fauerso, County Engineer

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS
GEORGE ROAD-EAST JUNCTION SECTION, FAS 267
CONTRACT NO. 3951
JOSEPHINE COUNTY

December 21, 1954

PAYMENTS TO CONTRACTOR

Item	Quantity	@	Total
1. Clearing & grubbing	All	$7,000.00	$ 7,000.00
2. Struc. excav. unclass.	468.28 c.y.	3.00	1,404.84
3. Trench " "	213.77 c.y.	3.00	641.31
4. General " "	46,050 c.y.	0.35	16,117.50
5. Short Overhaul	113,966 yd sta.	0.02	2,279.32
6. Long "	1,372.4 C-yd sta.	0.60	823.44
7. Finish roadbed & slopes	4.45 mile	500.00	2,225.00
8. Rounding cutbanks	350 l.f.	0.20	70.00
9. 12" corrugated metal pipe	256 l.f.	4.00	1,024.00
10. 18" " " "	104 l.f.	5.00	520.00
11. 24" " " "	19 l.f.	4.00	76.00
13. 22" Arch type Corr. metal pipe	402 l.f.	5.00	2,010.00
14. 29" " " " " "	153 l.f.	7.00	1,071.00
15. 36" " " " " "	80 l.f.	10.00	800.00
16. 43" " " " " "	270 l.f.	12.00	3,240.00
17. 58" " " " " "	128 l.f.	18.00	2,304.00
18. 72" " " " " "	179 l.f.	30.00	5,370.00
19. Salvage culvert pipe	403 l.f.	2.00	806.00
20. 24" Corr. metal siphon pipe	140 l.f.	10.00	1,400.00
21. Concrete end basins	9.48 c.y.	100.00	948.00
22. Selected roadbed topping	26,287 c.y.	0.60	15,772.20
23. Hauling " "	46,699 yd. mile	0.12	5,603.88
24. 3/4"-0" material in level course & shoulders	3,853 c.y.	3.00	11,559.00
25. Sprinkling	468 M/gal.	2.00	936.00
26. Furnish & place aggregates	2,754 c.y.	6.00	16,524.00
27. Furn. & place 150-200 asph.	221.06 ton	45.00	9,947.70
28. " " " RS-1 emulsified asphalt	63.52 ton	50.00	3,176.00
Screen rejects on road	670 c.y.	0.25	167.50
Hauling screen rejects	1,042.5 yd. mile	0.12	125.10
Extra Work Order No. 1-Remove slide material, clearing & grubbing, & reconstruct irrigation ditch around slide area.			1,682.43
Subtotal.........			$115,624.22
Construction Engineering			$ 9,690.09
Total construction costs..........			$125,314.31

Federal Funds Collected for Project.........	$ 64,000.00
AGREED COUNTY SHARE OF TOTAL COSTS:	
50% of difference between $107,000 and Federal funds ($107,000-$64,000) X 1/2 =	$ 21,500.00
100% of all costs over $107,000 $125,314.31 - $107,000.00 =	18,314.31
Total County Share	$ 39,814.31
Less County advance deposit	38,400.00
BALANCE DUE STATE FROM COUNTY.........	$ 1,414.31

R.H. BALDOCK

November 23, 1954

George Road-East Junction Sect.
Contract #3951

5 -10 - (2)

FINAL COST ANALYSIS

Grading and Oiling
Babler Bros., Inc., Contractor
M. C. Liniger & Sons, Subcontractor
A. L. Chapman, Resident Engineer

NOTED
State Highway Engineer

Holland Loop Road
Prefix 517-1015

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$7,000.00		$ 7,331.14	$ 7,000.00
Struc. Excav. Unclass.	468.28	Cu. Yd.	3.00	$ 1.95	912.98	1,404.84
Trench Excav. Unclass.	213.77	Cu. Yd.	3.00	1.97	421.37	641.31
General Excav. Unclass.	46,050.	Cu. Yd.	0.35	0.355	16,363.43	16,117.50
Short Overhaul	113,966.	Yd. Sta.	0.02	0.02	2,314.10	2,279.32
Long Overhaul	1,372.4	C-Yd. Sta.	0.60	0.61	836.00	823.44
Finish Roadbed & Slopes	4.45	Mile	500.00	507.63	2,258.95	2,225.00
Rounding Cutbanks	350.	Lin. Ft.	0.20	0.20	71.07	70.00
12" Corr. Metal Pipe	256.	" "	4.00	3.775	966.41	1,024.00
18" Corr. Metal Pipe	104.	" "	5.00	4.63	481.57	520.00
24" Corr. Metal Pipe	19.	" "	4.00	5.84	111.00	76.00
22" Arch Type Corr. Metal Pipe	402.	" "	5.00	4.92	1,979.59	2,010.00
29" Arch Type Corr. Metal Pipe	153.	" "	7.00	6.59	1,008.06	1,071.00
36" Arch Type Corr. Metal Pipe	80.	" "	10.00	8.07	645.97	800.00
43" Arch Type Corr. Metal Pipe	270.	" "	12.00	11.42	3,084.64	3,240.00
58" Arch Type Corr. Metal Pipe	128.	" "	18.00	14.87	1,902.86	2,304.00
72" Arch Type Corr. Metal Pipe	179.	" "	30.00	22.20	3,974.08	5,370.00
Salvage Culvert Pipe	403.	" "	2.00	0.47	187.17	806.00
24" Corr. Metal Siphon Pipe	140.	" "	10.00	10.94	1,531.12	1,400.00
Concrete End Basins	9.48	Cu. Yd.	100.00	148.34	1,406.25	948.00
Selected Roadbed Topping	26,287.	Cu. Yd.	0.60	0.46	12,021.69	15,772.20
Hauling Roadbed Topping	46,699.	Yd. Mi.	0.12	0.226	10,574.68	5,603.88

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*3/4"-0 Cr. Mtl. in Level Cse. & Shoulders	3,853.	Cu. Yd.	$ 3.00	$ 3.007	$ 11,585.26	$ 11,559.00
Sprinkling	468.	M/Gal.	2.00	1.20	561.90	936.00
*Furnish & Place Aggregates	2,754	Cu. Yd.	6.00	3.63	9,999.67	16,524.00
Furnish & Place 150-200 Asph.	221.06	Ton	45.00	37.27	8,238.77	9,947.70
Furnish & Place RS-1 Emuls. Asph.	63.52	Ton	50.00	41.64	2,645.16	3,176.00
S.P. Screen Rejects on Road	670.	Cu. Yd.	0.25	0.14	93.25	167.50
S.P. Hauling Screen Rejects	1,042.5	Yd. Mi.	0.12	0.228	237.99	125.10
Force Account					1,511.97	1,682.43
Total					$105,258.20	$115,624.22

* Crushing Done by M. C. Liniger & Sons, Medford.

	Gross Revenue	Total Cost	Net Profit	Per Cent Profit
Babler Bros., Inc.	$ 96,352.72	$ 93,591.67	$ 2,761.05	2.87%
M. C. Lininger & Sons	19,271.50	11,666.53	7,604.97	39.46%
Total	$115,624.22	$105,258.20	$10,366.02	8.97%

Detail of Cost

Babler Bros., Inc.

Labor:		
Labor	$29,395.60	
Labor Insurance	1,675.81	
Health & Welfare	208.21	
		$31,279.62
Equipment Rentals, Supplies & Miscellaneous:		
Equipment Rental (Owned)	16,651.75	
Rented Equipment (Not Operated)	6,175.70	
Rented Trucks (Not Operated)	7,023.00	
Move-in Freight	556.25	
Gas, Oil & Grease	5,170.99	
Bond & Insurance	908.00	
Readymix Concrete	236.00	
Explosives	12.00	
Small Tools & Miscellaneous Supplies	547.80	
Home Office & General Overhead	3,468.73	
		40,750.22
Materials:		
Asphalt	6,345.51	
Freight on Asphalt	3,043.67	
Corrugated Metal Pipe	12,172.65	
		21,561.83
Total		$93,591.67

Detail of Cost

Babler Bros., Inc.

Labor:		
Labor	$29,395.60	
Labor Insurance	1,675.81	
Health & Welfare	208.21	
		$31,279.62
Equipment Rentals, Supplies & Miscellaneous:		
Equipment Rental (Owned)	16,651.75	
Rented Equipment (Not Operated)	6,175.70	
Rented Trucks (Not Operated)	7,023.00	
Move-in Freight	556.25	
Gas, Oil & Grease	5,170.99	
Bond & Insurance	908.00	
Readymix Concrete	236.00	
Explosives	12.00	
Small Tools & Miscellaneous Supplies	547.80	
Home Office & General Overhead	3,468.73	
		40,750.22
Materials:		
Asphalt	6,345.51	
Freight on Asphalt	3,043.67	
Corrugated Metal Pipe	12,172.65	
		21,561.83
Total		$93,591.67

Detail of Cost

M. C. Lininger & Sons, Crushing Subcontractor

Labor:		
Labor & Supervision	$5,202.87	
Labor Insurance	291.36	
		$ 5,494.23
Equipment Rentals, Supplies & Miscellaneous:		
Equipment Rental (Owned)	4,634.63	
Gas, Oil & Grease	820.42	
Bond	144.54	
PL & PD Insurance	48.24	
Home Office & General Overhead	385.43	
Small Tools & Miscellaneous Supplies	139.04	
		6,172.30
Total		$11,666.53

Breakdown of Crushing Cost

M. C. Lininger & Sons, Subcontractor

Item	Quantity	Unit	Total Cost	Unit Cost
Move-in & Set Up	6,607	Cu. Yd.	$ 1,501.87	$0.227
Load & Haul to Crusher	"	" "	3,083.29	0.467
Crushing	"	" "	5,350.51	0.810
Haul to Stockpile (Less than 1/2 Mi.)	"	" "	949.49	0.144
Stockpile	"	" "	781.37	0.118
Total	6,607	Cu. Yd.	$11,666.53	$1.766

The plant operated 123 hours for an average production of 53.7 cu. yd. per hr.

Remarks:

This was a "Federal Aid Secondary Project" for the grading, placing of pitrun rock base, and construction of a type 0-11 oil mat wearing surface on a 4.45-mile section of the Holland Loop Road about 6 miles east of Cave Junction in Josephine County. The bids were opened on May 19, 1953, and the contract was awarded to Babler Bros., Inc., of Portland, the low bidder of 3 bids received.

The clearing was started on July 7, 1953. The clearing was done by two laborers with a powersaw and hand tools, and a rented D-8 dozer, with George Mann, owner of the D-8, as foreman. The clearing was finished by September 26, 1953.

The contractor waited until the end of the irrigation season before starting the grading operations. He started moving in equipment on October 8, 1953, and started operations immediately. The pipe was laid by a crew consisting of a foreman, 3 laborers, a rented 1/2 cu. yd. backhoe, and a tractair 105 compressor which was used for backfilling. The grading was done by 3 Model C tournapulls with 15-cu. yd. scrapers, a D-8 dozer pushing, a rented D-8 dozer spreading and compacting on the fill, and an Austin-Western 99-H blade finishing and maintaining the haul road. The contractor was shut down two days by rain, and the rough grading was completed on November 12.

The crushing subcontractor started moving in his portable 3-unit crusher on October 19, 1953, and started crushing on October 26. The crusher operated 123 hours net during an elapsed working time of 130 1/2 hours, and produced 53.7-cu. yds. per hour net operating time. The crusher was fed by a 3/4-cu. yd. N.W. shovel and 3 5-cu.yd. trucks, and the crushed material was hauled away by 1 7-cu. yd. truck to a stockpile adjacent to the crusher site. A 5-cu. yd. truck hauled the rejects. The crushing was completed on November 5, 1953. Good production, efficient operation, and a high subcontract price resulted in an excellent profit for the subcontractor.

The contractor started placing pitrun topping on October 27, hauling from the county pit 1 mile west of Station 425, where all the pitrun and crushed material was obtained. The material was loaded by a D-4 tractor with an overshot loader, and hauled in one owned and 8 hired 5-cu. yd. trucks. The rock was spread by a D-8 dozer and dressed up by a 99-H blade and a 3-wheel 10-ton roller. The placing of the topping was interrupted several times by rain, and was stopped completely on November 21, 1953. At this time, a 1,700-foot section of the road was impassable, but no resident was denied access by the muddy conditions. After an interval of cooler and drier weather, the contractor moved back in on December 16, and spread topping on the closed section of the road. After 4 days' work, the road was reopened and remained open the rest of the year.

The contractor moved back onto the job on April 13, 1954, and started moving a slide that had broken an irrigation ditch west of the road between stations 478 and 483+50. The slide material was a very heavy and sticky clay that was pushed down to the road by a D-7 dozer and picked up by a 3/4-cu. yd. shovel and hauled away to a waste area by 3 hired 5-cu. yd. trucks. The heavy mud and steep slope made the use of a logging drum necessary so that the tractor could return up the slope. This slide correction required two weeks, and the contractor returned to the job of placing the topping.

The same setup was used as before except the rock was loaded by a 3/4-cu. yd. shovel instead of the D-4 skip loader. The topping was completed on April 26, and all the 3/4-0 leveling course was placed by May 1, 1954. The processing of the 3/4"-0 was completed on May 3, 1954, and the contractor removed all the equipment except the shovel and roller.

The contractor's oiling crew moved in on June 21, and spent two days reshaping the roadbed. Oiling started on June 23, 1954, and completed on June 29. The equipment used consisted of two 1,250-gallon 1-man distributors, a 3/4-cu. yd. shovel, 1 owned and 6 hired 5-cu. yd. trucks, a 99-H blade, 2 3-wheel 10-ton rollers, and a broom mounted on a Ford tractor. Traffic was controlled by two flagmen and a pickup pilot car. Each distributor shot 1/2 width at a time and the contractor completed one lift throughout the full length of the job each working day.

Rain and wet weather slowed the grading operation, and this portion of the job showed a very small loss. A fair profit was made on the pipe. Very muddy conditions caused a loss on the topping operation, particularly the hauling. A profit was made on the aggregate, but the crushing subcontractor realized most of this profit. Overall, the prime contractor shows a very small profit, mainly due to slow operation caused by wet weather, and a high price paid for the crushed material.

Oscar Cutler
Chief Cost Analyst

By . . Curtis H. Baker

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 15, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3951	9-final	BABLER BROS. INC.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
18729	R-103878	$ 3,470.82	9/14/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 6, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized on 9-17-54.

H. B. Glaisyer
Secretary

By
Assistant Secretary

Warrant Mailed: 9-17-54

RECEIVED
SEP 7 - 1954
FOR FILING

[illegible]
99-1

September 7, 1954

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3951 for work performed on the George Road-East Junction Section of the Holland Loop Road in Josephine County was completed by the contractor, Babler Bros., Inc., on July 6 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $3,470.82 will be released to the contractor on or after September 17, 1954. The total contract amount is $115,624.22, of which amount $1,682.43 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

9-7-54

RECEIVED
FOR FILING

July 23, 1954

Peerless Casualty Co.
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. on contract No. 3951, covering the George Road-East Junction Section of the Holland Loop Road in Josephine County.

This payment, in the amount of $29,859.83, will be released to the contractor on or after August 2, 1954. The retained percentage is $3,468.66.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
7-23-54

NOTED
V. R. JONES

July 16, 1954

Josephine County Court
County Court House
Grants Pass, Oregon

NOTED
[illegible]

Gentlemen:

This is to advise that work on Contract No. 3951 for the George Road-East Junction Section of the Holland Loop Road, FAS 267, in Josephine County was completed on July 6, 1954.

Pursuant to the maintenance agreement signed by the County on May 17, 1953, and by the Highway Commission on May 19, 1953, the County now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, July 6, 1954.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

RHP:MM

NOTED

RECEIVED
JUL 15 1954
FOR FILING

3951

July 13, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 6, 1954 on Contract No. 3951, George Road-East Junction Section, in Josephine County, in connection with Federal Aid Project No. S-103 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DEP:eh

Form E-1—10M

5-105(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final Report

For Week Ending July 10, 1954

Section George Road - East Junction

Kind of work Grading and Oil Mat Paving

Highway Holland Loop Road

Section prefix 517-1015

Contractor Babler Brothers, Inc.

Contract number 3951

Date of contract May 27, 1953

Date of completion July 31, 1954

Date work started July 7, 1953

Estimated date of completion July 6, 1954

Amount of contract $ 115,198.58

Per cent of time elapsed 95.1 %

Estimated cost of completed project, exclusive of engineering $ 115,622.06

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 9,343.67 106 %

Date project was completed July 6, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed maintenance on the oil mat on this project on Tuesday of this week. Completed cleanup of stockpile site and moved rest of equipment on Wednesday.

Completed semi-final estimate and sent same to Division Office.

NOTED
OSCAR L

NOTED
FORREST COOPER

RECEIVED
JUL 12 1954
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed A. L. Aikyer

Address Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.45	4.45		4.45	
Miles partially completed					
Miles completed	4.45	4.45		4.45	
Total estimated quantities	46,050	30,140		2,754 C.Y.	
Estimated quantities moved or placed to date	46,050	46,050		2,754 C.Y.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

State Printing

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FOR FILING
FORM E-30 25M 9-51 92919

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

S-103(2)

3981

Salem, Oregon
November 30, 1953

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Babler Brothers and M. C. Lininger covering the furnishing of aggregates in Items 24 and 26, of the George Road-East Junction Section of the Holland Loop County Road, Oregon S-103 (2), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc W. C. Williams
C. G. Polk (2)

Form PR 8 (Revised 1950)

CPR8

State Oregon

Federal Aid Secondary

Project No. S-103(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of March, 1953, a program, which was approved on the 27th day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 4th day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of sixty-four thousand and 00/100 dollars ($64,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of

Chapter 529, Laws 1939.

act of legislature by which authorized)

(*b*) From other sources Cash deposited by Josephine County with the

Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 265+00 in the SW 1/4, Section 31, T. 39 S., R. 7 W.,

W.M., and survey station 501+42 in the SW 1/4, Section 21, T. 39 S., R. 7 W.,

W.M., except stations 471+66 to 473+22,

, length 4.448 miles, in Josephine County,

being Oregon Federal Aid / secondary project No. S-103(2), consisting of 4.448 miles of

roadway and no bridges, ~~each~~ of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **sixty-four thousand and 00/100** dollars ($ **64,000.00**), which does not exceed the authorized Federal pro rata share of **one hundred twenty-one thousand, two hundred fifty-eight and 50/100** dollars ($ **121,258.50**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) **Chapter 529, Laws 1939.**

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By ____________________
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

Attest

SECRETARY

By ____________________
(Title of officer)

By ____________________
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By ____________________
Division Engineer,
Bureau of Public Roads.

SEP 25 1953

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SEP 23 1953
DIVISION 8

SEP 3 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-103 (2)

GEORGE ROAD-EAST JUNCTION SECTION
OF THE HOLLAND LOOP ROAD IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231
Roadway (Sta. 265+00 to Sta. 501+42) (Contract No. 3951)

All Required		Clearing and Grubbing		$ 7,000.00
530	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,590.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
43,600	cu. yds.	General Excavation, Unclassified	0.35	15,260.00
71,000	yd. sta.	Short Overhaul	0.02	1,420.00
800	C-yd. sta.	Long Overhaul	0.60	480.00
4.45	mi.	Finishing Roadbed and Slopes	500.00	2,225.00
1,900	lin. ft.	Rounding Cutbanks	0.20	380.00
190	lin. ft.	12-inch Corrugated Metal Pipe	4.00	760.00
200	lin. ft.	18-inch Corrugated Metal Pipe	5.00	1,000.00
80	lin. ft.	24-inch Corrugated Metal Pipe	4.00	320.00
60	lin. ft.	36-inch Corrugated Metal Pipe	12.00	720.00
370	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	5.00	1,850.00
70	lin. ft.	29-inch Arch Type Corrugated Metal Pipe	7.00	490.00
26	lin. ft.	36-inch Arch Type Corrugated Metal Pipe	10.00	260.00
370	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	12.00	4,440.00
100	lin. ft.	58-inch Arch Type Corrugated Metal Pipe	18.00	1,800.00
150	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	30.00	4,500.00
370	lin. ft.	Salvaging Culvert Pipe	2.00	740.00
170	lin. ft.	24-inch Corrugated Metal Siphon Pipe	10.00	1,700.00
4	cu. yds.	Concrete End Basins	100.00	400.00
24,000	cu. yds.	Selected Roadbed Topping	0.60	14,400.00
36,500	yd. mi.	Hauling Roadbed Topping	0.12	4,380.00
4,200	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.00	12,600.00
700	M-gal.	Sprinkling	2.00	1,400.00
2,700	cu. yds.	Furnishing and Placing Aggregate	6.00	16,200.00
240	tons	Furnishing and Placing 150-200 Asphalt	45.00	10,800.00
60	tons	Furnishing and Placing RS-1 Emulsified Asphalt	50.00	3,000.00
			Subtotal	$110,235.00
			10% Engr. & Cont.	11,023.50
			Total	$121,258.50

Length of Roadway	4.448 miles
Length of Structure	0.030 mile
Total Length	4.478 miles
Cost of Roadway per Mile	$27,261.35

Federal Funds- -	$ 64,000.00
State Funds- -	21,500.00
County Funds -	35,758.50
	$121,258.50

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-103 (2)

GEORGE ROAD-EAST JUNCTION SECTION

OF THE HOLLAND LOOP ROAD IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231
Roadway (Sta. 265+00 to Sta. 501+42) (Contract No. 3951)

All Required		Clearing and Grubbing		$ 7,000.00
530	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,590.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
43,600	cu. yds.	General Excavation, Unclassified	0.35	15,260.00
71,000	yd. sta.	Short Overhaul	0.02	1,420.00
800	C-yd. sta.	Long Overhaul	0.60	480.00
4.45	mi.	Finishing Roadbed and Slopes	500.00	2,225.00
1,900	lin. ft.	Rounding Cutbanks	0.20	380.00
190	lin. ft.	12-inch Corrugated Metal Pipe	4.00	760.00
200	lin. ft.	18-inch Corrugated Metal Pipe	5.00	1,000.00
80	lin. ft.	24-inch Corrugated Metal Pipe	4.00	320.00
60	lin. ft.	36-inch Corrugated Metal Pipe	12.00	720.00
370	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	5.00	1,850.00
70	lin. ft.	29-inch Arch Type Corrugated Metal Pipe	7.00	490.00
26	lin. ft.	36-inch Arch Type Corrugated Metal Pipe	10.00	260.00
370	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	12.00	4,440.00
100	lin. ft.	58-inch Arch Type Corrugated Metal Pipe	18.00	1,800.00
150	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	30.00	4,500.00
370	lin. ft.	Salvaging Culvert Pipe	2.00	740.00
170	lin. ft.	24-inch Corrugated Metal Siphon Pipe	10.00	1,700.00
4	cu. yds.	Concrete End Basins	100.00	400.00
24,000	cu. yds.	Selected Roadbed Topping	0.60	14,400.00
36,500	yd. mi.	Hauling Roadbed Topping	0.12	4,380.00
4,200	cu. yds.	3/4" – 0 Material in Leveling Course and Shoulders	3.00	12,600.00
700	M-gal.	Sprinkling	2.00	1,400.00
2,700	cu. yds.	Furnishing and Placing Aggregate	6.00	16,200.00
240	tons	Furnishing and Placing 150-200 Asphalt	45.00	10,800.00
60	tons	Furnishing and Placing RS-1 Emulsified Asphalt	50.00	3,000.00
			Subtotal	$110,235.00
			10% Engr. & Cont.	11,023.50
			Total	$121,258.50

Length of Roadway	4.448 miles
Length of Structure	0.030 mile
Total Length	4.478 miles
Cost of Roadway per Mile	$27,261.35

Federal Funds	$ 64,000.00
State Funds	21,500.00
County Funds	35,758.50
	$121,258.50

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-103 (2)

GEORGE ROAD-EAST JUNCTION SECTION OF THE

HOLLAND LOOP ROAD IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 30, 1953

Type Code 5231
Roadway (Sta. 265+00 to Sta. 501+42)

All Required		Clearing and Grubbing		$ 4,000.00
530	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,590.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
43,600	cu. yds.	General Excavation, Unclassified	0.55	23,980.00
71,000	yd. stas.	Short Overhaul	0.02	1,420.00
800	C-yd. stas.	Long Overhaul	0.50	400.00
4.45	miles	Finishing Roadbed and Slopes	500.00	2,225.00
1,900	lin. ft.	Rounding Cutbanks	0.20	380.00
190	lin. ft.	12-inch Corrugated Metal Pipe	3.00	570.00
200	lin. ft.	18-inch Corrugated Metal Pipe	4.50	900.00
80	lin. ft.	24-inch Corrugated Metal Pipe	7.00	560.00
60	lin. ft.	36-inch Corrugated Metal Pipe	12.00	720.00
370	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	8.00	2,960.00
70	lin. ft.	29-inch Arch Type Corrugated Metal Pipe	9.00	630.00
26	lin. ft.	36-inch Arch Type Corrugated Metal Pipe	12.00	312.00
370	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	17.00	6,290.00
100	lin. ft.	58-inch Arch Type Corrugated Metal Pipe	22.00	2,200.00
150	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	30.00	4,500.00
370	lin. ft.	Salvaging Culvert Pipe	2.00	740.00
170	lin. ft.	24-inch Corrugated Metal Siphon Pipe	10.00	1,700.00
4	cu. yds.	Concrete End Basins	75.00	300.00
24,000	cu. yds.	Selected Roadbed Topping	0.50	12,000.00
36,500	yd. mi.	Hauling Roadbed Topping	0.15	5,475.00
4,200	cu. yds.	3/4" – 0 Material in Leveling Course and Shoulders	3.50	14,700.00
700	M-gals.	Sprinkling	2.75	1,925.00
2,700	cu. yds.	Furnishing and Placing Aggregate	4.50	12,150.00
240	tons	Furnishing and Placing 150-200 Asphalt	43.00	10,320.00
60	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	2,700.00
			Subtotal	$115,767.00
			10% Engr. & Cont.	11,576.70
			Total	$127,343.70

Length of Roadway	4.448 miles
Length of Structure	0.030 mile
Total Length	4.478 Miles
Cost of Roadway per Mile	$28,629.42

Federal Funds -	$ 64,000.00
State Funds -	21,500.00
County Funds- -	41,843.70
	$127,343.70

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S-103(2)

3951

July 8, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 7, 1953 on Contract No. 3951, George Road-East Junction Section, of the Holland Loop Road in Josephine County, in connection with Federal Aid Project No. S-103 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

TBP:tp

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S-1634

3951

June 18, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 3951, which was awarded to you on May 27, 1953 by the State Highway Commission, for grading and surfacing on the George Road-East Junction Section of the Holland Loop Road, Josephine County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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5-103(2)

3951

AGENDA
JUN 25 1953

3a-8

May 27, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19 accepted your proposal to perform grading and oiling work on the George Road-East Junction Section of the Holland Loop County Road east of Cave Junction in Josephine County for the sum of $110,335.00, and on the same day awarded Contract No. 3951 to you subject to concurrence from the Bureau of Public Roads and to the County's making provisions for the deposit of $38,400.00 which is said County's share of the cost based upon the low bid. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone call to you of this afternoon.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

md

cc - W. M. Franzen
H. C. Smith
S. H. Probert
Goldie Lewis
C. W. Head

E R.

R

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MAY 29 1953
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-103(2)
3951

May 27, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project S-103 (2), George Road-East Junction Section of the Holland Loop Road in Josephine County, we hereby concur as of this date in award of contract to Babler Bros., Inc. of Portland, Oregon, low bidder in the amount of $110,235 at the May 19, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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MAY [illegible] 1953
FOR FILING

S-103(2)

May 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiled surfacing construction on the George Road-East Junction Section of the Holland Loop County Road in Josephine County, Project S-103 (2), to Babler Bros., Inc., of Portland, Oregon, on the basis of the bid of $110,235 submitted on May 19, 1953.

All rights of way required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

Salem, Oregon
May 26, 1953

NOTED
Harold C. Ayers

Mr. S. H. Probert
Office Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

This is to advise that advance deposits in the amounts of $38,400 and $25,000 have been received from Josephine and Washington Counties respectively. The George Road-East Junction project in Josephine County and the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line project in Washington County are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

JFH:MM

cc: Mr. W. C. Williams

Salem, Oregon
May 26, 1953

NOTED
Harold C. Ayers

Mr. S. H. Probert
Office Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

This is to advise that advance deposits in the amounts of $38,400 and $25,000 have been received from Josephine and Washington Counties respectively. The George Road-East Junction project in Josephine County and the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line project in Washington County are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

JFH:MM

cc: Mr. W. C. Williams

NOTED
J. W. CATTRALL

May 20, 1953

Josephine County Court

Grants Pass, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

Gentlemen:

On May 19 the Highway Commission received a satisfactory bid from Babler Bros., Inc., of Portland for the grading and oiling of the George Road-East Junction Section of the Holland Loop County Road, FAS 267. Under the provisions of the agreement between the state and county, an advance deposit of 20% of $107,000 (the total FAS funds available for the project) and all of the estimated total costs in excess of $107,000 is required from the county prior to awarding a contract. The amount of this advance deposit is as follows:

Bid Items	$110,235.00
12-1/2% Engineering & Contingencies	13,779.38
Estimated Total Cost	$124,014.38
Advance Deposit	
20% of $107,000 =	$ 21,400.00
Est. Cost in Excess of $107,000 =	$ 17,000.00
Total Advance Deposit	$ 38,400.00

Please make this deposit by means of a certified check in the amount of $38,400 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit, a contract will be awarded. After completion of the project an adjustment in county participation will be made based on the actual project costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Fas 267

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JUN 18 1953
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S-103(2)

3951

File

MISC. CONTRACTS and
AGREEMENTS No. 1477

Salem, Oregon
May 26, 1953

Agenda Item 4-c-2

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is one conformed copy and five certified copies of two agreements with Josephine County covering financing and maintenance of the George Road-East Junction Section of the Holland Loop County Road.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Josephine County.

Yours very truly,

Acting Secretary

FH
Attach: 6

OREGON PROJECT S-103(2)
FAS No. 267

RESOLUTION

WHEREAS, a County Road in **Josephine** County, State of Oregon, known as the **Holland Loop** County Road, is routed through the County of **Josephine**, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and **Josephine** County, the section adopted for improvement being more particularly described as follows; to wit:

From the George Road Junction easterly and northerly to a junction with the Oregon Caves Highway, a distance of 4.48 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of **Josephine** will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of **Josephine**

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the **Holland Loop** County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of **Josephine** County, Oregon, this 7th. day of May, 1953.

Attest:

County Clerk

By Raymond A. Lathrop
County Judge

By Fred Richards
County Commissioner

By J. P. McCourtney
County Commissioner

Form cc-12
Page 2

NOTED
Harold C. Ayers

Salem, Oregon
May 25, 1953

Mr. Earl Saling
Office Manager
Right of Way Department

NOTED
J. F. HAGEMANN

Attached are copies of options obtained by Josephine County in connection with the George Road-East Junction section of the Holland Loop County Road. You will note that Files #20143 and #20144 are now included. This should complete the right of way negotiations for this project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

Fas 267

NOTED
J. W. CATTRALL

NOTED
Harold C. A

OFFICE OF
COUNTY ENGINEER • JOSEPHINE COUNTY
BASEMENT ROOM NO. 2, COURTHOUSE
GRANTS PASS, OREGON

May 22, 1953

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

ATTENTION: MR. JOHN W. CATTRALL, Engineer,✓
County and City Relations.

Dear Sir: Re: Holland Loop Right of Way.

As per your telephone request of the 21st, we are enclosing the following signed Real Estate Options - Form #38231.

File No. 20143 - Bessie M. Fehely Watts and Herbert S. Watts

File No. 20144 - Bridgeview Community Church

We regret that the above options were inadvertently omitted from those forwarded to your office.

Yours very truly,

C. P. Fauerso

C. P. Fauerso, Engineer
Josephine County, Oregon.

P

NOTED
J. W. CATTRALL

May 21, 1953

Mr. Chris Pauerso
Josephine County Engineer
Grants Pass, Oregon

NOTED
Harold C. A rs

NOTED
J. F. HAGEMANN

Dear Sir:

We have checked the options for right of way in connection with the George Road-East Junction project and find that two additional parcels are required. They are covered by our right of way files #20,143 and #20,144 as shown in the upper right hand corner of the option forms forwarded you on March 31. The actual beginning of the project is at station 265+00 which is approximately 100 feet west of the George Road. Only that portion of the property described in the above option forms lying easterly of station 265+00 need be acquired to clear the project.

In addition, we would like either copies of the deeds or a letter stating that the county has deeds for the property covered by options 16,763 and 16,764 taken by the county from Kenneth E. and Lucille B. Thomas and Richard A. and Dedee Smith respectively on December 11, 1950.

Also, the following errors in the descriptions for right of way files #20145A and #20161 should be corrected when a deed is prepared. For 20145A the description should be corrected to read the NW 1/4 of the NE 1/4 rather than the NE 1/4 of the NW 1/4 as shown. For 20161 station 389+37 should be substituted for 388+37.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Return to Co. & City Division
Rm 403

OFFICE OF
COUNTY ENGINEER • JOSEPHINE COUNTY
BASEMENT ROOM NO. 2, COURTHOUSE
GRANTS PASS, OREGON

May 18, 1953.

Mr. R. H. Baldook,
State Highway Engineer,
Salem, Oregon.

ATTENTION: Mr. Cattrall, County-City Relation Engineer.

Dear Sir:

Herewith enclosed are copies of Options on all required R/W area, as is needed for re-aligning and widening of the first unit of the Holland Loop Road in Josephine County, State of Oregon.

Very truly yours,

C. P. Fauerso
C. P. Fauerso
County Engineer.

CPF:P

Salem, Oregon
May 14, 1953

Mr. R. L. Porter
Right of Way Engineer

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Mr. Fauerso, Josephine County Engineer, advised in a telephone conversation of May 13th that options on all right of way excepting one parcel have been obtained in connection with the proposed George Road-East Junction section of the Holland Loop County Road. Mr. Fauerso will contact the owner of the parcel not yet obtained this week-end and will advise this office by 'phone immediately the option is signed.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

7202(?)

NOTED
Harold C. Ayers

April 28, 1953

Mr. Christ Fauerso
Josephine County Engineer
Courthouse
Grants Pass, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Fauerso:

The proposed FAS project which we plan to contract in May extends from station 265+00 at the George Road easterly and northerly to the Oregon Caves Highway at Station 501+53. Only that right of way covered by Highway Department Files Nos. 16763, 16764, and 20143 through and including 20170 is required for this project.

Our division office has advised that they have started setting right of way stakes this date.

We have no objections to the line change between stations approximately 137 and 165 as proposed by you; however, since this is outside the limits of the present project nothing need be done at this time. At such time as the balance of the Holland Loop is proposed for reconstruction suggested revisions in the line should then be called to our attention.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

20,143, 144

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Jo 267

May [illegible]

S-[illegible]

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May [illegible], [illegible] your bid in the amount of $110,255.00 for construction [illegible] miles of grading and oiling the George Road-East Jun[illegible] of the Holland Loop County Road about 6 miles east of [illegible] tion in Josephine County, submitted by you on that day. [illegible] was the low bid received for this project, and the Commission awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence is received from the U. S. Bureau of Public Roads and Josephine County has made provisions for the deposit of $38,400.00 which is said county's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

RECEIVED
MAY 21 1953
FOR FILING

S-103(2)
3951

S-103(2)

May 20, 1953

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 accepted your bid in the amount of $110,235.00 for construction of 4.45 miles of grading and oiling the George Road-East Junction Section of the Holland Loop County Road about 6 miles east of Cave Junction in Josephine County, submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence is received from the U. S. Bureau of Public Roads and Josephine County has made provisions for the deposit of $38,400.00 which is said county's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

May 8, 1953

NOTED
J. W. CATTRALL

Josephine County Court

Grants Pass, Oregon

NOTED
[illegible] Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of two copies of a finance agreement, seven copies of a maintenance agreement, and six copies of an encroachment resolution in connection with the proposed George Road-East Junction FAS project.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Fas 267

NOTED
Harold C. Ayers

May 5, 1953

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the George Road-East Junction Federal Aid Secondary project on the Holland Loop County Road, FAS Highway 267, which will be up for bid on May 19th.

The finance agreement covers state and county participation in costs as previously discussed with you and provides for an advance deposit to be made by the county after the low bid has been determined and prior to the award of a contract. This agreement gives the county the right to accept or reject any bid which, when 12-1/2% has been added, exceeds $107,000. In event the county elects to reject the bid in all probability the project will be cut back to fit the available funds and readvertised at a later date.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications are for your information and records. The specifications provide that the project shall be completed not later than July 31, 1954. Our oil specifications will not allow any oil to be placed except between May 1st and October 1st, and the grading and base course work on this project is of sufficient quantity to preclude a contractor with the normal complement of equipment from being ready to oil by October 1st of this year. If one of the larger contractors were awarded the job, he might move in more equipment than normally used and finish the job in 1953; however, that is something over which we have no control.

Please sign and have the County Clerk attest all copies of the agreements and resolution and return all copies of both agreements and six copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for your records. Your immediate attention to this matter will be appreciated.

If you have any questions on this project, please phone either myself or Mr. Hagemann, Assistant County and City Relations Engineer, at Salem 4-2171, extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
MAY 13 1953
FOR FILING
OREGON DISTRICT

S-103(2)

2951

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P. S. and E. documents for Oregon Project S-103(2), George Road-East Junction Section of the Holland Loop Road, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of county maintenance agreement and encroachment resolution prior to preparation of the project agreement.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

J. W. CATTRALL

Salem, Oregon
April 10, 1953

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The attached field data on the East Junction-George Road Section of FAS 267 in Josephine County has been examined and appears to be consistent with the project as proposed by the county and approved by the Highway Commission.

The field estimate for this project is $123,000 which is $16,000 more than the available FAS funds ($107,000). County Judge Lathrop advised this date that the county would contribute the additional $16,000 if necessary.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: V. G. O'Neil

J. W. CATTRALL

Salem, Oregon
April 10, 1953

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

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John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: V. G. O'Neil

NOTED
J. W. CATTRALL

March 31, 1953

NOTED
Harold C. Ayers

Josephine County Court

Grants Pass, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

We are forwarding under separate cover four copies each of option forms covering property to be acquired by Josephine County for the East Junction Oregon Caves Highway-George Road Section of the Holland Loop County Road (FAS 267). Included is a list of the parcels involved by Highway Department right of way file number. Also under separate cover we are forwarding two prints each of maps #7B-4-2 and #7B-15-17 upon which the property to be acquired is shown.

We would like to accept bids on this project in May; however, a contract cannot be awarded until all right of way has been acquired. Please forward one signed copy of each option or deed after negotiations have been completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

FORM E-30 25M 9-51 53315

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1953

SUBJECT: E. Jct. Oregon Caves Hwy.-
Dick George Road Section
Holland Loop County Road

To:
Mr. John W. Cattrall
County & City Relations Engr.
OFFICE

Dear Mr. Cattrall:

Herewith are option forms in quadruplicate for property to be acquired by Josephine County for the East Junction Oregon Caves Highway-Dick George Road Section of the Holland Loop County Road. This project is scheduled for letting in May 1953.

Attached are two prints each of map Nos. 7B-4-2 and 7B-15-17, with our date of March 26, 1953 stamped thereon.

FILE NO.	NAME	PARCEL	AREA
20122	C. H. Nicholson		1.00 acre
20123	Puget Timber Co.		0.34 acre
20124	Albert E. Gran		0.33 acre
20125	Lawrence E. Sowell		2.8 acres
20126	Clyde Hays		0.6 acre
20127	W. A. Tresham		0.21 acre
20128	Leo M. Martin		0.12 acre
20129	J. W. Smith		0.09 acre
20130	James A. Seyferth	1	0.29 acre
		2	1000 sq. ft.
20131	Illinois Valley Bldg. Assoc.		0.02 acre
20132	R. A. Tresham		800 sq. ft.
20133	Edward P. Casey		0.07 acre
20134	Chester K. Britten		0.8 acre
20135	George E. James		0.25 acre
20136	E. L. James		0.06 acre
20137	James E. Lewis		0.02 acre
20138	W. L. Chapman		0.10 acre
20139	Artie M. Freitas		0.5 acre
20140	William M. Blancet		0.51 acre
20141	Alvin R. Lee		0.7 acre
20142	M. R. Britton		1.95 acres
✓ 20143	Bessie M. Fehely		0.95 acre

RECEIVED
31 1953
ENGINEER

FILE NO.	NAME	PARCEL	AREA
✓ 20144	Bridgeview Community Church		0.09 acre
✓ 20145	C. E. Pullen & Sarah M. Pullen		0.27 acre
✓ 20146	C. E. and Margaret V. Pullen		0.18 acre
✓ 20147	Stephen Ferguson		0.07 acre
✓ 20148	D. F. Gibson		0.04 acre
✓ 20149	Hazel V. and Bert Brown		0.14 acre
✓ 20150	C. J. Moser		2.25 acres
✓ 20151	J. B. Sullivant		0.06 acre
✓ 20152	M. M. Sullivant		0.14 acre
✓ 20153	Solomon Curtis		0.85 acre
✓ 20154	Keith Owen		0.41 acre
✓ 20155	G. C. Mayfield		0.85 acre
✓ 20156	Wesley F. Vahrenwald		0.04 acre
✓ 20157	Emil F. Vahrenwald		0.27 acre
✓ 20158	M. H. Maurer	1	0.31 acre
		2	0.49 acre
✓ 20159	Frank M. Loosley		4.14 acres
✓ 20160	G. R. Babcock		0.3 acre
✓ 20161	Alberta Weaver		0.55 acre
✓ 20162	Gordon L. Simpson		0.42 acre
✓ 20163	Frederich Kaufwant		0.07 acre
✓ 20164	Mary J. Jacques (heir)		0.49 acre
✓ 20165	Clyde H. Kettering		0.10 acre
✓ 20166	Nellie I. Shellabarger (heir)		0.31 acre
✓ 20167	Roy Osborn		0.21 acre
✓ 20168	Salvage Lumber Co.	1	1.45 acres
		2	4000 sq. ft.
✓ 20169	Fred E. Garle		1.49 acres
✓ 20170			0.05 acre

Very truly yours,

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AE:ia

Encls. in quad.

cc - R. L. Porter
   - G. E. Rohde

NOTED
J. W. CATTRALL

FORM E-30 37,000 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 3, 1952

Josephine Co.
FAS 267

SUBJECT: 217-1011

To:

John W. Cattrall
County and City Relations Engineer
Salem, Oregon

Dear Sir

The right of way descriptions necessary for the section of Holland Loop County Road which Josephine County proposes to construct were submitted to Mr. H. G. Smith on June 12, 1950, when all of the location data on the Holland Loop Section was submitted.

Very truly yours

TOM EDWARDS
Division Engineer

By

GERALD WIMER
Draftsman

GW:rw

cc H. G. Smith

RECEIVED
NOV 5 1952
ENGINEER
[illegible]

January 30, 1953

NOTED
Harold C. Ayers

Josephine County Court

Grants Pass, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Josephine County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Roseburg and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Josephine County, this will be approximately $21,400 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

72-267

JOSEPHINE COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $107,000
1955 - $--

PROPOSED PROJECTS:

1954 - FAS 267 (The Holland Loop) from the east junction with the Crater Lake Highway to the Dick George County Road, a distance of approximately 5 miles. Grade, place base and levelling course, binder course, and 20' wide O-11.

1955 - None.

REMARKS: The preliminary field engineering on this project has already been done under an agreement entered into by the Highway Commission and Josephine County in 1950. As a result, this project can be ready for contracting at an early date and is recommended for programming in the first year. If the total cost exceeds available FAS funds, Josephine County plans to put up the required additional funds.

Josephine Co
File FAS 267

November 5, 1952

Honorable Raymond Lathrop
Josephine County Judge
Grants Pass, Oregon

Dear Sir:

I am forwarding under separate cover a copy of the Highway Department Maintenance Manual with a table of details for oil mat and bituminous macadam wearing surfaces together with a print showing standard roadbed sections.

I have checked with our Construction Department regarding right-of-way descriptions for the proposed Holland Loop improvement and find that we have on hand work sheets covering these descriptions. After a tracing of the right-of-way map has been prepared and the right-of-way descriptions checked and typed on county option forms, these descriptions will be forwarded to you. This will take at least a month.

Very truly yours,

J. W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

FRED W. RICHARDS
COMMISSIONER

RAYMOND A. LATHROP
JUDGE

L. M. MITCHELL
COMMISSIONER

COUNTY COURT OF JOSEPHINE COUNTY
GRANTS PASS, OREGON

September 13th.1952

Josephine Co
FAP 267

Oregon State Highway Dept.
Salem,Oregon
Att.John W. Cattrall

Dear Mr. Cattrall:

Thank you for your letter of Sept.8th.1952 outlining prodedure for programming Federal aid on County roads for 1954 and 1955.

It is the desire of the Josephine County Court to spend the money available in each of these two years to complete as much as possible of the Holland Loop.

We understand that the State Highway department has the engineering well in hand on this project so it should fit in well with your plans.We will remit the County's share upon your demand.

If possible,we would prefer to program this in two jobs, rather than waiting and making one large project, because we have a lot of pressure over this particular road.

We would greatly appreciate it if you would stop in and talk over this project the first time that you are down this way.

RECEIVED

Sincerely Yours

Raymond A Lathrop

Raymond A. Lathrop
Josephine County Judge

RAL/ngl

S-136(1) Sunset Hwy.-Multnomah Co. Line 1953
& McDaniel Rd.-Multnomah Co. Line
#3952 Secs., Cornell & Barnes Co. Rds.

FOR FILING
S-136(1)
5-7(2)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 21, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3952	6-final	PORTER W. YETT	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
809	R-85447	$2,406.81	1/21/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A.A. Wicklander
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: To. Oct. 15, 1953 without penalty

Completion Date: Oct. 14, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-25-54

To the Accounting Division:

Release of the above warrant is hereby authorized

HB Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: A.A. Wicklander

2-25-54 S

RECEIVED
DEC 30 1953
FOR FILING

5-136(1)
[illegible]
[illegible]

December 30, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3952 for work performed on the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Section of the Barnes County Road and Cornell County Road in Washington County, was completed by the contractor, Porter W. Yett, on October 14 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of $2,406.81 will be released to the contractor on or after January 9, 1954. The total contract amount is $107,368.74 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
12-30-53

RECEIVE
FOR FILING
S-136 (1)
S-7 (2)
3952

November 2, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett on contract No. 3952, covering the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Sections of the Barnes and Cornell County Roads in Washington County.

This payment, in the amount of $11,447.86, will be released to the contractor on or after November 12, 1953. The retained percentage is $3,246.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate,Westenfelder & Berg,Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
11-2-53 gl

Form E-1—10M

S-136(1)
S-1(2)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 24, 1953

Section Sunset Hiway - Mult. Co Line & McDaniel Road, - " " "

Kind of work Grading & Paving

Highway Barnes & Cornell County Roads.

Section prefix 534-1071

Contractor Porter W. Yett

Contract number 3952

Date of contract May 27, 1953

Date of completion August 31, 1953

Date work started June 11, 1953

~~Estimated~~ date of completion October 14, 1953

Amount of contract $115,958.88

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $108,208.18

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $9,000.00, 100+ %

Date project was completed October 14, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Wasserman and myself worked on the semi-final estimate for this project all week. The estimate was completed on Friday, October 23, and turned in to the Division office on Monday, October 26.

The construction centerline is referenced with iron bars on the right of way line and with railroad spikes on the centerline at curve points. Washington County intends to adopt this line as the centerline for right of way by resolution.

NOTED

NOTED
FORREST COOPER

RECEIVED
OFFICE OF

Signed Willard J Scofield
Willard J. Scofield Res. Eng'r.

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.5	3.48			3.48
Miles partially completed					
Miles completed	0.5	3.48			3.48
Total estimated quantities	4,196.2	19,405			7,053.995
Estimated quantities moved or placed to date	4,196.2	19,405			7,053.995
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
OCT 26 1953
FOR FILING

S-136(1)
S-7(2)
3952

October 21, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed October 14, 1953 on Contract No. 3952, Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Section, in Washington County, in connection with Federal Aid Project No. S-136 (1); S-7 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:sc

cc: John Cattrell

RECEIVED
OCT 16 1953
FOR FILING

[illegible]
-11(2)
3952

October 15, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from August 31 to October 15, 1953 within which to complete your contract No. 3952, covering the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Sections of the Barnes and Cornell County Roads in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

EL

cc: A. G. Skelton,
Division Engineer

Millard Scofield,
Resident Engineer

H. G. Smith,
Construction Engineer

Form PR 2 (Revised 1950)

CPR8 [illegible]

State Oregon

Federal Aid Secondary

Project No. S-7(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of April, 1953, a program, which was approved on the 1st day of May, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 4th day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-eight thousand, and 00/100 dollars ($38,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Grl

Form PR 2 (Revised 1956)

CPR8 [illegible]

State Oregon

Federal Aid Secondary

Project No. S-7(2)

136(1)

(2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of April, 1953, a program, which was approved on the 1st day of May, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 4th day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-eight thousand, and 00/100 dollars ($38,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources Cash deposited by Washington County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 105+00 in Section 34, T-1-N, R-1-W, W.M. and survey station 197+84.9 at the east line of Section 35, T-1-N, R-1-W, W.M., the Multnomah County Line, without exception,

, length 1.758 miles, in Washington County, being Oregon Federal Aid/Secondary project No. S-7(2), consisting of 1.758 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-eight thousand, and 00/100 dollars ($38,000.00), which does not exceed the authorized Federal pro rata share of sixty-one thousand, four hundred five and 30/100 dollars ($61,405.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
HBGlaisyer
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M K McKay

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By WHLynch
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-4

SEP 25 1953

RECEIVED
SEP 23 1953
DIVISION 8

OREGON
SEP 3 195

Oregon State Highway Department

Federal Aid Secondary
Project No. S-7 (2)

McDANIEL ROAD-MULTNOMAH COUNTY LINE SECTION
OF THE CORNELL ROAD IN WASHINGTON COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 6201
Roadway (Sta. 105+00 to Sta. 197+84.9) (Contract No. 3952)

All Required		Clearing and Grubbing (50%)		$ 2,000.00
440	cu. yds.	General Excavation, Unclassified	$ 0.60	264.00
12,500	yd. mi.	Truck Haul	0.15	1,875.00
8,000	cu. yds.	2" - 0 Material in Base	2.50	20,000.00
1,470	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.80	4,116.00
200	M-gal.	Sprinkling	2.00	400.00
230	cu. yds.	3/4" - 0 Material in Binder Course	3.00	690.00
36	tons	RC-3 Asphalt in Binder Course	33.00	1,188.00
3,700	tons	Class "B" Asphaltic Concrete	6.50	24,050.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	800.00
110	cu. yds.	Aggregates in Seal Coat	4.00	440.00
			Subtotal	$55,823.00
			10% Engr. & Cont.	5,582.30
			Total	$61,405.30

Length of Roadway	1.758 Miles
Cost per Mile	$34,929.06

Federal Funds- -	$38,000.00
State Funds- -	11,702.65
County Funds -	11,702.65
	$61,405.30

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-7 (2)

McDANIEL ROAD-MULTNOMAH COUNTY LINE SECTION

OF THE CORNELL ROAD IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 24, 1953

Type Code 6201
Roadway (Sta. 105+00 to Sta. 197+84.9)

All Required		Clearing and Grubbing (50%)		$ 1,000.00
440	cu. yds.	General Excavation, Unclassified	$ 0.75	330.00
12,500	yd. mi.	Truck Haul	0.20	2,500.00
8,000	cu. yds.	2" - 0 Material in Base	2.35	18,800.00
1,470	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.65	3,895.50
200	M-gal.	Sprinkling	3.00	600.00
230	cu. yds.	3/4" - 0 Material in Binder Course	3.50	805.00
36	tons	RC-3 Asphalt in Binder Course	40.00	1,440.00
3,700	tons	Class "B" Asphaltic Concrete	7.00	25,900.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	800.00
110	cu. yds.	Aggregate in Seal Coat	5.00	550.00
			Subtotal	$56,620.50
			10% Engr. & Cont.	5,662.05
			Total	$62,282.55

Length of Roadway	1.758 miles
Cost per mile	$35,428.07

Federal Funds- -	$38,600.00
State Funds- -	11,841.28
County Funds -	11,841.27
	$62,282.55

Form PR 2 (Revised 1950)

CPR8 092

State Oregon

Federal Aid Secondary

Project No. S-136(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of April, 1953, a program, which was approved on the 1st day of May, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 4th day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-seven thousand, six hundred and 00/100 dollars ($37,600.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Washington County with the Highway Department. (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 18+00 in the SW 1/4, Section 2, T. 1 S., R. 1 W., W.M., and survey station 109+78.4 at the east boundary of the NE 1/4, Section 1, T. 1 S., R. 1 W., the Multnomah County Line, without exception,

, length 1.723 miles, in Washington County, being Oregon Federal Aid / Secondary project No. S-136(1), consisting of 1.723 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-seven thousand, six hundred and 00/100 dollars ($37,600.00), which does not exceed the authorized Federal pro rata share of sixty thousand, six hundred sixty-seven and 20/100 dollars ($60,667.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ....

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M K McKay

Member, State Highway Commission
(Title of officer)

By ....

(Title of officer)

By ....

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

SEP 22 1953

SEP 4 ORE

SEP 25 1953 OREGON DIST

RECEIVED SEP 23 1953 DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-136 (1)

SUNSET HIGHWAY-MULTNOMAH COUNTY LINE SECTION

OF BARNES ROAD IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 19, 1953

Type Code 6201
Roadway (Sta. 18+80 to Sta. 109+78.44)(Contract No. 3952)

All Required		Clearing and Grubbing (50%)		$ 2,000.00
3,550	cu. yds.	General Excavation, Unclassified	$ 0.60	2,130.00
7,800	cu. yds.	2" - 0 Material in Base	2.50	19,500.00
1,430	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.80	4,004.00
190	M-gals.	Sprinkling	2.00	380.00
220	cu. yds.	3/4" - 0 Material in Binder Course	3.00	660.00
36	tons	RC-3 Asphalt in Binder Course	33.00	1,188.00
3,700	tons	Class "B" Asphaltic Concrete	6.50	24,050.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	800.00
110	cu. yds.	Aggregate in Seal Coat	4.00	440.00
			Subtotal	$55,152.00
			10% Engr. & Cont.	5,515.20
			Total	$60,667.20

Length of Roadway 1.723 miles
Cost per Mile $35,210.21

Federal Funds- -	$37,600.00
State Funds- -	11,533.60
County Funds -	11,533.60
	$60,667.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-136 (1)

SUNSET HIGHWAY-MULTNOMAH COUNTY LINE SECTION

OF BARNES ROAD IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 24, 1953

Type Code 6201
Roadway (Sta. 13+80 to Sta. 109+73.44)

All Required		Clearing and Grubbing (50%)		$ 1,000.00
3,550	cu. yds.	General Excavation, Unclassified	$ 0.75	2,662.50
7,800	cu. yds.	2" - 0 Material in Base	2.35	18,330.00
1,430	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.65	3,789.50
190	M-gals.	Sprinkling	3.00	570.00
220	cu. yds.	3/4" - 0 Material in Binder Course	3.50	770.00
36	tons	RC-3 Asphalt in Binder Course	40.00	1,440.00
3,700	tons	Class "B" Asphaltic Concrete	7.00	25,900.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	800.00
110	cu. yds.	Aggregate in Seal Coat	5.00	550.00
			Subtotal	$55,812.00
			10% Engr. & Cont.	5,581.20
			Total	$61,393.20

Length of Roadway	1.723 miles
Cost per Mile	$35,631.57

Federal Funds	$38,000.00
State Funds	11,696.60
County Funds	11,696.60
	$61,393.20

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S-106(1)
S-9(2)
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September 22, 1953

Oregon State Highway Commission

Request for extension of time
No. 24
September 24 and 25 Meeting

Gentlemen:

Herewith a request from Porter W. Yett, Contractor, for an extension of time on the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line, Contract No. 3952, from August 31, 1953 to October 15, 1953.

Drainage and culvert construction on this project was performed by Washington County forces, operating at the same time as the contractor. The inability of the County to complete its portion necessarily held up the contractor on his paving operations.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

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S-136(1)
S-7(2)
3952

July 13, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 22, advising of comments made by your Washington Office in regard to standards of construction proposed to be used on the McDaniel Road-Multnomah County Line Project, S-7 (2), and on the Sunset Highway-Multnomah County Line Project, S-136 (1).

The matter of widening the surfacing on these projects has been discussed with the county officials. They are unwilling to approve an increased width of pavement but are agreeable to an oiling of the shoulders. The oiling may be done by the county oiling crew but, if not, will be done by the contractor under a price agreement.

Federal participating in the added cost will be expected only to the extent that the participating may be within the allowance for contingencies.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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[illegible]

June 18, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 3952, which was awarded to you by the State Highway Commission, for grading and paving on the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Sections on the Barnes and Cornell County Roads in Washington County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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S-136(1)
S-7(2)
[illegible]

June 12, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 11, 1953, on Contract No. 3952, Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Section, in connection with Federal Aid Project No. S-136 (1) and S-7 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/sjc

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-126 (1)

AGENDA
JUN 25 1953

May 27, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on May 19 accepted your proposal for roadbed widening and paving on the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Sections of the Cornell and Barnes County Roads near Cedar Mills in Washington County for the sum of $110,775.00, and on the same day awarded Contract No. 3952 to you subject to concurrence from the Bureau of Public Roads and to the County's providing for the deposit of $25,000.00 which is said County's share of the cost based upon the low bid. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone call to you of this afternoon.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

md

cc - W. M. Franzen
H. G. Smith
S. H. Probert
Goldie Lewis
C. W. Mead

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MAY 29 1953
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]
[illegible]
395[illegible]

May 27, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-136 (1), Sunset Highway-Multnomah County Line Section, Barnes County Road, to Porter W. Yett of Portland, Oregon, low bidder in the total amount of $110,975 for this project and Project S-7(2) at the May 19, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAY 29 1953
FOR FILING

OREGON DISTRICT

S-136(1)
S-7(2)
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 27, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-7(2), McDaniel Road-Multnomah County Line Section, Cornell County Road, to Porter W. Yett of Portland, Oregon, low bidder in the total amount of $110,975 for this project and Project S-136(1) at the May 19, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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MAY [illegible] 1953
FOR FILING

S-136(1)
S-7(2)
[illegible]

R

May 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for roadbed widening and paving on the Sunset Highway-Multnomah County Line Section of the Barnes County Road and the McDaniel Road-Multnomah County Line Section of the Cornell County Road, both in Washington County, Projects S-136 (1) and S-7 (2), to Porter W. Yett of Portland, Oregon, on the basis of the bid of $110,975 submitted on May 19, 1953.

All rights of way required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

RECEIVED
MAY [illegible] 1953
FOR FILING

S-136(1)
[illegible]
[illegible]

R

May 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for roadbed widening and paving on the Sunset Highway-Multnomah County Line Section of the Barnes County Road and the McDaniel Road-Multnomah County Line Section of the Cornell County Road, both in Washington County, Projects S-136 (1) and S-7 (2), to Porter W. Yett of Portland, Oregon, on the basis of the bid of $110,975 submitted on May 19, 1953.

All rights of way required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

RECEIVED
1953
FOR FILING

-136(1)
- 7-(2)
3952

file

MISC. CONTRACTS and
AGREEMENTS No. 1412

Salem, Oregon
May 26, 1953

Agenda Item 4-c-1

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is one conformed copy each of two agreements with Washington County covering financing of Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line county projects.

The original of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Washington County.

Yours very truly,

Acting Secretary

rn
Attach: 2

FORM E-90 37,000 4-52 84808

AGENDA
MAY 1 8 1953

10-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Query
~~By Asst. Chief Engineer~~
For. Comm. approval.

L

Enclosed are three copies each of two agreements with Washington County covering the financing of the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line county FAS projects in Washington County. Two copies of each agreement have been executed by Washington County.

These agreements have been prepared on a standard form developed by the Legal Department and patterned after the Lone Rock bridge agreement in Douglas County. The total funds programmed with the B.P.R. is the governing factor for county participation in each instance.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

1 copy in suspense

[illegible]
2 copies [illegible]

[illegible] 1953

S + C

RECEIVED
MAY 21 1953
FOR FILING

S-1366(1)
S-7(2)
3962

May 20, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on May 19, 1953 accepted your bid in the amount of $110,975.00 for construction of 0.50 mile of roadbed widening and 1.48 miles of paving on the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Sections of the Cornell and Barnes County Roads near Cedar Mills in Washington County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and Washington County has made provisions for the deposit of $45,000.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction of Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehr

cc H. G. Smith
S. M. Probert
w W. M. Franzwa, SIAC

RECEIVED
MAY 15 1953
FOR FILING

5-136(1)
5-7(2)
2952

May 14, 1953

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing herewith for your records and files one fully executed copy each of Maintenance Agreements between the State Highway Commission and Washington County covering the Sunset Highway-Multnomah County Line Section and the McDaniel Road-Multnomah County Line Section of FAS 566 and 635 in Washington County, Oregon

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 2

RECEIVED
MAY 15 1953
FOR FILING

S-136(1)
S-7(2)
3952

May 14, 1953

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing herewith for your records and files one fully executed copy each of Maintenance Agreements between the State Highway Commission and Washington County covering the Sunset Highway-Multnomah County Line Section and the McDaniel Road-Multnomah County Line Section of FAS 566 and 635 in Washington County, Oregon

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 2

RECEIVED
MAY 5 1953
FOR FILING

Salem, Oregon
May 12, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are four fully executed copies and two certified copies each of maintenance agreements covering the Sunset Highway-Multnomah County Line Section and the McDaniel Road-Multnomah County Line Section of FAS 566 and 635 in Washington County.

The original of each agreement has been retained in this office for the Commission's files.

Yours very truly,

Acting Secretary

rn
Attach: 12

FORM E-30 37,500 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Query
By Asst. Chief Engineer
For Comm approval.

Enclosed are ~~six~~ seven copies each of maintenance agreements covering the Sunset Highway-Multnomah County Line Section and the McDaniel Road-Multnomah County Line Section of FAS 566 and 635 in Washington County. All ~~six~~ seven copies have been executed by Washington County.

Please return ~~four~~ five either fully executed or certified copies of each agreement to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

NOTED
W. C. WILLIAMS

JFH:MM
Encl.

RECEIVED
1953

Bids for construction of these projects are to be received May 19, 1953.
Floyd Query

RECEIVED
MAY 6 1953
FOR FILING
S-136(1)
OREGON DISTRICT
S-7(2)
[illegible]

S 7(2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-7(2), McDaniel Road-Multnomah County Line Section of the Cornell Road in Washington County, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please forward the usual copies of County resolution covering maintenance and encroachment prior to submission of project agreement documents.

Yours very truly,

C G Polk
C. G. Polk
District Engineer

RECEIVED
MAY [illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

File ✓

OREGON DISTRICT

S-136(1)

S-2([illegible])

[illegible]

S-136 [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-136(1), Sunset Highway-Multnomah County Line Section of Barnes Road have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

[illegible] Co. [illegible]
[illegible]
[illegible]

RECEIVED FOR FILING

NOTED
State Highway Engineer

July 19th, 1954

FINAL COST ANALYSIS

Sprague River-Beatty Junction
Contract #3953
5-133 (1)

Sprague River County Road
Prefix 518-1056

Rogers Construction Co., Contractor
J. G. Toole, Resident Engineer

37-2

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1¼"-0" Material in Base	10,241	Cu. Yd.	$2.05	$2.00	$ 21,022.14	$ 20,482.00
3/4"-0" Material in Base and Shoulders	11,241	" "	2.13	2.00	23,936.64	22,482.00
Sprinkling	1,935.92	M/Gal.	1.62	2.00	3,124.55	3,871.84
Furn. & Place Aggregates	5,902	Cu. Yd.	2.72	3.00	16,034.28	17,706.00
Furn. & Place 150-200 Asphalt	456.940	Ton	42.96	43.00	19,634.69	19,648.42
Furn. & Place RS-1 Emulsified Asphalt	124.940	"	48.20	48.00	6,022.48	5,997.12
S.P. Screen Rejects on Road	7,223	Cu. Yd.	0.25	0.25	1,805.75	1,805.75
S.P. Hauling Screen Rejects on Road	17,170	Yd. Mi.	0.12	0.12	2,060.40	2,060.40
Force Account					1,010.14	1,040.17
					$ 94,651.07	$ 95,093.70
Crushed Rock Sold to Indian Service	5,390	Cu. Yd.	1.73	2.50	9,346.16	13,475.00
					$103,997.23	$108,568.70
Rock Crushed on This Contract for Contract #3896, Klamath Falls-Booth Park Section and Stockpiled at M.P. 36.6 on Klamath Falls-Lakeview Highway	4,620.2	Cu. Yd.	2.112	3.49	9,762.13	16,130.51
					$113,759.36	$124,699.21

Gross Revenue	$124,699.21
Total Cost	113,759.36
Net Profit	$ 10,939.85

Net Profit Equals 8.7% of Gross Revenue

Detail of Cost

Labor:			
Labor & Supervision		$35,452.55	
Labor Insurance		1,950.17	
			$ 37,402.72
Materials:			
150-200 Asphalt	456.94 Tons at $22.20	$10,144.07	
Freight on 150-200 Asphalt	456.94 " " 12.90	5,894.52	
RS-1 Emulsified Asphalt	124.94 " " 25.20	3,148.49	
Freight on RS-1 Emulsified Asphalt	124.94 " " 12.90	1,611.73	
			20,798.81
Equipment Rentals, Supplies & Misc.:			
Equipment Rentals (Owned)		$33,494.85	
Hired Trucks		3,719.04	
Gas, Oil & Grease		8,180.30	
Small Tools & Misc. Supplies		1,070.35	
Freight & Cartage		4,051.25	
P.L. & P.D. Insurance		402.93	
Bond		565.66	
Home Office & General Overhead		4,073.45	
			55,557.83
Total Cost			$113,749.36

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	36,676	Cu. Yd.	$ 5,920.65	$0.161
Load & Haul to Crusher	"	" "	18,856.36	0.514
Crushing	"	" "	27,091.80	0.738
Haul & Stockpiling	"	" "	6,590.30	0.18
			$58,459.11	$1.593
Less Revenue from Sale of Rejects				- 0.049
Actual Cost in Stockpile				$1.544

The crushing plant operated 504 working hours for an average production of 72.7 cu. yds. per hour.

Remarks:

This was a "Federal Aid Secondary Project", the contract calling for the construction of 9.51 miles of rock base and the construction of 9.51 miles of Type 0-11 oil mat wearing surface. The project was bid and awarded May 19th, 1953. Work was started July 1st, 1953, and completed September 12th, 1953.

A three-crusher unit was moved into the gravel deposit located on the southerly side and adjacent to the county road at Station 1508+00, which station is 2.94 miles easterly from the town of Sprague River.

Crushing started July 9th, 1953, then after working a few days the contractor found that he could not dig the cemented gravel with a 3/4 cu. yd. shovel. The crushing plant was shut down until he was able to move in a 2½ cu. yd. shovel, which proved adequate to dig and load the cemented gravel. The crushing plant operated two 8-hour shifts 6 days a week.

A 2½ cu. yd. shovel and two 6 cu. yd. dumptors were used in feeding the crushing plant. Three 8 cu. yd. trucks hauled all crushed materials to stockpiles. Rejects ran approximately 50% from this gravel deposit.

From this setup the contractor produced 5,390 cu. yds. of crushed materials for the Indian Service and 4,620 cu. yds. of crushed materials for Contract #3896, Klamath Falls-Booth Park Rock Production, and stockpiled at M.P. 36.6 on the Klamath Falls-Lakeview Highway.

Having low bid prices with low production for this type of crushing equipment, the contractor lost money on State Contract #3896, but due to sale of crushed materials to the Indian Service and supplying of 4,620 cu. yds. of crushed materials on State Contract #3896, the contractor was able to realize a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

FAS 429

NOTED
V. R. JONES

NOTED
J. F HAGEMANN

12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

act 3953
33 (1)

Invoice No. 33652
Date May 18, 1954
Your Req. No. CC 83
Billing Request No. 518-1056-297
Credit distribution:

RECEIVED
MAY 1 9 1954
ENGINEER
COUNTY AND CITY RELATIONS

Klamath County
Klamath Falls, Oregon

Attn: County Court

Final billing for County share of total cost of the Sprague River-Beatty Junction County FAS project, Klamath County.
Covered by agreement dated May, 1953, which provides County will pay 50% of difference between total costs and Federal funds collected for this project.

Initial Deposit	20,600.00		
Partial transfer	18,000.00		
Balance advance deposit			2,600.00
Total cost of Project	103,180.48		
Federal Government Cooperation	62,600.00		
Balance	40,580.48		
County share 50%		20,290.24	
Credit for partial transfer		18,000.00	2,290.24
To be refunded			309.76

RECEIVED
MAY 1 9 1954
ENGINEER
COUNTY AND CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQ

Cash Received with Request $
By

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

NOTED
J. F. HAGEMANN

JFH:MM

NOTED
V. R. JONES

May 18, 1954

FAS 429

Klamath County Court
Court House
Klamath Falls, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Final costs on the Sprague River-Beatty Junction County FAS project are now available and it has been determined that the agreed county share of these final costs is $20,290.24. As the County initially deposited $20,600 a refund of $309.76 will be made within the next week or ten days. This refund will be made by means of a check from our accounting department which will be accompanied by an "Itemized Statement of Final Costs."

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

5-1[illegible](1)

RECEIVED FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 23, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3953	4-final	Rogers Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22743	R-80918	$ 2,852.81	11/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Sep. 12, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-24-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 2 [illegible]

NOTED ON CARD
11-24-53

[illegible]EIVED
NOV [illegible]
FOR FILING

November 12, 1953

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3953 for surfacing on the Sprague River-Beatty Junction Section of the Sprague River County Road in Klamath County was completed by the contractor, Rogers Construction Co., on September 12 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of $2,852.81 will be released to the contractor on or after November 23, 1953. The total contract amount is $95,093.70, of which amount $1,040.17 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

11-12-53

6

RECEIVED
[illegible]
FOR FILING

[illegible]

[illegible]

November 4, 1953

1274

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 28 regarding equipment rental rates for Extra Work Order No. 1, Sprague River-Beatty Junction Section in Klamath County, Contract No. 3953, Federal-aid Project No. S-133 (1).

Estimates on equipment rental are rounded figures inclusive of contractor's percentages. Regarding truck rental, the estimate of $350.00 is for four trucks, all working 16 hours.

We assure you that rental rates to be allowed will not exceed the rates in our schedule of Maximum Hourly Rental Rates for Force Account Work, effective June 1, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:tp fp

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

408 STATE HIGHWAY BLDG.
SALEM, OREGON

ASSIGNMENT

No. 1274
By

[illegible]ember 3, 1953

Description: Letter from C. G. Polk dated October 28 re Oregon Project S-133 (1), Sprague River-Beatty Junction Section, Extra Work Order No. 1

Acknowledged by _____ Referred to Mr. Probert ______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XX→Return with rough draft of reply
Please prepare for ________________ signature
____

Assignment executed 11-4-53 Report received ________

Remarks:

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

, 1953

ague River-
ra Work

Reference is made to Mr. Stiffler's letter dated October 9, 1953, above subject.

It is noted that according to information furnished therein, hourly rental rates for various equipment items used are as follows:

Truck	$21.88	(16 hours - $350.00)
Shovel	15.63	(16 hours - $250.00)
Blade	9.38	(16 hours - $150.00)
Tractor	9.38	(16 hours - $150.00)

Reference is also made to your schedule of "Maximum Hourly Rental Rates for Force Account Work" dated June 17, 1953. Under "Trucks, Dump (Fully-operated)" the schedule allows $15.60 per hour for the largest size listed - 16 cubic yards and over.

Apparently, the estimate was prepared without checking hourly rates against the maximum permitted by the approved schedule.

We of course would be unable to concur in approval of the work order if maximum allowable hourly rates were exceeded. Your assurance that such would not be the case is needed before our approval can be extended.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 29 1953
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

October 28, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-133(1), Sprague River-Beatty Junction Section, Extra Work Order No. 1

Dear Sir:

Reference is made to Mr. Stiffler's letter dated October 9, 1953, above subject.

It is noted that according to information furnished therein, hourly rental rates for various equipment items used are as follows:

Truck	$21.88	(16 hours - $350.00)
Shovel	15.63	(16 hours - $250.00)
Blade	9.38	(16 hours - $150.00)
Tractor	9.38	(16 hours - $150.00)

Reference is also made to your schedule of "Maximum Hourly Rental Rates for Force Account Work" dated June 17, 1953. Under "Trucks, Dump (Fully-operated)" the schedule allows $15.60 per hour for the largest size listed - 16 cubic yards and over.

Apparently, the estimate was prepared without checking hourly rates against the maximum permitted by the approved schedule.

We of course would be unable to concur in approval of the work order if maximum allowable hourly rates were exceeded. Your assurance that such would not be the case is needed before our approval can be extended.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
OCT 2[illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

October 13, 1953

Klamath County Court
Court House
Klamath Falls, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 3953 on the Sprague River-Beatty Junction Section of the Sprague River Road, FAS 429, in Klamath County was completed on September 12, 1953.

Under the terms of the maintenance agreement signed by the County Court on May 7, 1953, and by the State Highway Commission on May 19, 1953, the County now assumes maintenance of and jurisdiction over the above project as of the date of completion, September 12, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM

RECEIVED
OCT 1[illegible] 1953
FOR FILING

S-13(1)

3953

October 12, 1953

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Co. in connection with contract No. 3953, for surfacing on the Sprague River-Beatty Junction Section of the Sprague River County Road in Klamath County.

This payment, in the amount of $14,303.39, will be released to the contractor on or after October 22, 1953. The retained percentage is $2,852.81.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
10-12-53

RECEIVED
1953
FOR FILING

S-133(1)

3953

October 9, 1953

C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter dated September 29, 1953, regarding estimates of equipment and costs on Extra Work Order No. 1, Sprague River-Beatty Junction Section, Contract No. 3953, Project S-133 (1).

The estimate is:
Equipment Rental:

Truck 16 hrs.	$ 350.00
Shovel 16 hrs.	250.00
Blade 16 hrs.	150.00
Tractor 16 hrs.	150.00
Labor	100.00
Total	$1,000.00

We are returning the copies of Order for Extra Work for your further consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:eg

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 29, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-133(1)
Sprague River-Beatty Junction

Dear Sir:

Reference is made to Extra Work Order No. 1, dated September 11, 1953 transmitted with your letter dated September 17.

Before any action can be taken in the matter, we will need an estimate of the cost of the contemplated work. It should include a statement of the equipment units needed, estimated number of hours these will be needed, cost of labor, materials, etc., all in the usual form.

The copies of the price agreement are returned herewith.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

Encls.

NOTED
W. W. STIFFLER

RECEIVED
OCT 12 1953
FOR FILING

S-133(1)

[illegible]

October 8, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 12, 1953 on Contract No. 3953, Sprague River-Beatty Junction Section in Klamath County, in connection with Federal Aid Project No. S-133 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:tp

c.c.: John Cattrall

Form E-1—10M

3-123

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Sprague River - Beatty Junction

For Week Ending September 26, 1953

Highway Sprague River County Road

Kind of work Oil Mat Surfacing

Contractor Rogers Construction Co.

Section prefix 518-1056

Date of contract May 28, 1953

Contract number 5953

Date work started July 1, 1953

Date of completion September 30, 1953

Amount of contract $ 95,951.90

Estimated date of completion September 12, 1953

Per cent of time elapsed 85.6 %

Estimated cost of completed project, exclusive of engineering $ 95,951.90

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 7,000.00, 95.3 %

Date project was completed September 12, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The checking and assembling of data for estimate is now complete and this will be the final report for project.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

RECEIVED
SEP 28 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed
Resident Engineer

Address P.O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		9.51		9.51	
Miles partially completed					
Miles completed		9.51		9.51	
Total estimated quantities		22,800 C.Y.		630-T 5760 C.Y.	
Estimated quantities moved or placed to date		21,400 C.Y.		570-T 5,900 C.Y.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Partly Cloudy		
Monday	Partly Cloudy with thunder showers		
Tuesday	Partly Cloudy		
Wednesday	"		
Thursday	Fair and Warm		
Friday	" "	"	
Saturday			

State Printing

(Revised 1950)

S-133(1)

CPR8

State Oregon

Project No. S-133(1)

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

EMORANDUM OF AGREEMENT made this 23rd day of September, 1953,

etween The Oregon State Highway Commission , constituting

purpose hereof, the Highway Department of the State of Oregon
fter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
:

hereas the Highway Department of said State submitted on the 9th day
March , 19 53, a program, which was approved on
27th day of April , 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
tion of the act, has furnished surveys, plans, specifications, and/or estimates for said project
were recommended for approval by the District Engineer of the Bureau of Public Roads on
4th day of May , 19 53; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans,
ifications, and/or estimates, and the sum of
sixty-two thousand, six hundred and 00/100
ars ($ 62,600.00) as the share of the United States payable under said act on account of said
ject, which does not exceed the authorized Federal pro rata share of the approved total estimated cost
reof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
med by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
tually agree as follows:

---

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FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Klamath County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1352+00 in the NW 1/4, Section 14, T-36-S, R-10-E, W.M. and survey station 1859+52.5 in the SW 1/4, Section 31, T-36-S, R-12-E, W.M., without exception, length 9.510 miles, in Klamath County, being Oregon Federal Aid Secondary project No. S-133(1), consisting of 9.510 miles of roadway and no bridges, ~~eac~~h of more than 20 feet clear span, ~~[illegible]~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty-two thousand, six hundred and 00/100 dollars ($62,600.00), which does not exceed the authorized Federal pro rata share of one hundred one thousand, two and 00/100 dollars ($101,002.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-4

SEP 4 1953

RECEIVED SEP 23 1953 DIVISION 8

SEP 22 1953

OREGON DISTRICT SEP 25 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-133 (1)

SPRAGUE RIVER-BEATTY JUNCTION SECTION
OF THE SPRAGUE RIVER ROAD IN KLAMATH COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231
Roadway (Sta. 1352+00 to Sta. 1859+52.5) (Contract No. 3953)

11,200	cu. yds.	1½" - 0 Material in Base	$ 2.00	$ 22,400.00
11,600	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	23,200.00
600	M-gal.	Sprinkling	2.00	1,200.00
5,760	cu. yds.	Furnishing and Placing Aggregate	3.00	17,280.00
500	tons	Furnishing and Placing 150-200 Asphalt	43.00	21,500.00
130	tons	Furnishing and Placing MS-1 Emulsified Asphalt	48.00	6,240.00
			Subtotal	$ 91,820.00
			10% Engr. & Cont.	9,182.00
			Total	$101,002.00

Length of Roadway	9.510 Miles
Cost per Mile	$10,620.60

Federal Funds	$ 62,600.00
State Funds	19,201.00
County Funds	19,201.00
	$101,002.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-133 (1)

SPRAGUE RIVER-BEATTY JUNCTION SECTION
OF THE SPRAGUE RIVER ROAD IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 1, 1953

Type Code 5231
Roadway (Sta. 1352+00 to Sta. 1859+52.5)

11,200	cu. yds.	1½" - 0 Material in Base	$ 2.25	$ 25,200.00
11,600	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	29,000.00
600	M-gal.	Sprinkling	2.75	1,650.00
5,760	cu. yds.	Furnishing and Placing Aggregate	3.75	21,600.00
500	tons	Furnishing and Placing 150-200 Asphalt	43.00	21,500.00
130	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	5,850.00
			Subtotal	$104,800.00
			10% Engr. & Cont.	10,480.00
			Total	$115,280.00

Length of Roadway 9.510 miles
Cost per mile $12,121.97

Federal Funds- -	$66,000.00
State Funds- -	22,000.00
County Funds -	27,280.00
	$115,280.00

RECEIVED
SEP 22 1953
FOR FILING

S-133(1)

[illegible]

September 17, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the excavating and resurfacing of areas which have failed on the Sprague River-Beatty Junction Section of the Sprague River Road in Klamath County, Contract No. 3953, in connection with Federal Aid Project No. S-133 (1).

This work is necessary to stabalize soft and springy places in surfacing constructed by the County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams

DBP:ac

Encl.

RECEIVED
FOR FILING

S-133(1)

3953

July 13, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 1, 1953 on Contract No. 3953, Sprague River-Beatty Junction Section of the Sprague River County Road in Klamath County, in connection with Federal Aid Project No. S-133 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
JUN 26 1953
FOR FILING

June 24, 1953

Rogers Construction Company
11760 NE Glisan Street
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3953, which was awarded to you on May 28, 1953 by the State Highway Commission, covering oil mat surfacing on the Sprague River-Beatty Junction of the Sprague River County Road in Klamath County. This copy is for your files.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Floyd Query, Acting Secretary~~

dc
encl.

FORM A-150 8M 6-52

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 28770

CEIVED
3 1953
ENGINEER

Klamath County

Klamath Falls, Oregon

Attn: County Court

Date	June 2, 1953
Your Req. No.	
Billing Request No.	CC 16
Credit distribution:	518-1056-297

NOTED
J. F. HAGEMANN

Partial transfer of county share of total costs.
Sprague River-Beatty Junction project, Klamath County.
Agreement dated May, 1953.

The total advance deposit is $20,600 of which 2,600 is to remain in the advance deposit fund.

Advance Deposits	20,600.00
Partial transfer of Klamath County advance deposit in connection with the Sprague River-Beatty Junction FAS project.	18,000.00
Balance to be retained	$ 2,600.00

[illegible] BILLING [illegible]

[illegible] 429

Robert H. Prange
Office Engineer

NOTED
J. F. HAGEMANN

RHP:[illegible]
Encl.

cc: C. E. Maison
S. H. Probert
W. C. Williams

NOTED
Harold C. A[illegible]

#429

Salem, Oregon
May 28, 1953

NOTED
J. W. CATTRALL

Mr. H. B. Glaisyer
Secretary

NOTED
J. F. HAGEMANN

Herewith Klamath County Warrant #18345 in the amount of $20,600 representing the county's share of the Sprague River-Beatty Junction Section of the Sprague River County Road in Klamath County. Insofar as this office is concerned the contract may be awarded on the above project.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

NOTED
J. F. HAGEMANN

RHP:MM
Encl.

cc: C. E. Maison
S. H. Probert
W. C. Williams

nissioner
ict Attorney
esurer
ctor
Coroner
th Officer

May 28, 1953

Honorable U. E. Reeder
Klamath County Judge
Klamath Falls, Oregon

Dear Sir:

This is to acknowledge receipt of Warrant #18345 in the amount of $20,600 as an advance deposit on the proposed FAS project on the Sprague River County Road. A contract will be awarded immediately and a copy forwarded to you as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

E. W. Gowen, Commissioner
Murray Britton, Sheriff
Chas. F. DeLap, County Clerk
Otis Metzler, Assessor
W. R. Canton, Surveyor & Engineer
Virginia Richey, Clerk Tax Foreclosures

Jerry V. Rajnus, Commissioner
D. E. VanVactor, District Attorney
Annabelle Newton, Treasurer
Elsie Siemens, Tax Collector
Geo. H. Adler, M. D., Coroner
Seth Kerron, M. D., Health Officer

Klamath County Court
U. E. Reeder, Judge
KLAMATH FALLS, OREGON

May 27, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. John W. Cattral, Engineer
County and City Relations

Gentlemen:

In answer to your letter of May 20, we are forwarding county warrant No. 18345 in the amount of $20,600.00 as our share of the Sprague River-Beatty Junction Section of the Sprague River County Road oiling contract.

Very truly yours

Klamath County Court

U E Reeder

U. E. Reeder, County Judge

WC/cc

RECEIVED
[illegible] 28 1953
ENGINEER
[illegible]

May 20, 1953

NOTED
J. W. CATTRALL

Klamath County Court

Klamath Falls, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

Gentlemen:

On May 19 the Highway Commission received a satisfactory bid from Rogers Construction Co., Inc., of Portland for the oiling of the Sprague River-Beatty Junction Section of the Sprague River County Road, FAS 429. Under the provisions of the agreement between the state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to awarding a contract. The amount of this advance deposit is as follows:

Bid Items	$91,820.00
12-1/2% Engineering & Contingencies	11,477.50
Estimated Total Cost..........	$103,297.50
Advance Deposit of 20% =	
0.20X103,297.50	$ 20,600.00

Please make this deposit by means of a certified check in the amount of $20,600 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

After completion of the project an adjustment in county participation will be made based on the actual project costs.

A total of $110,000 was originally programmed for this project and the difference between $110,000 and the total project costs will be available to Klamath County for use in the FAS project selected by Klamath County for construction in 1954.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
JUN 1 - 1953
FOR FILING

S-133(1)

3953

June 1, 1953

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

Due to a cancellation of contract numbers previously assigned, it has been determined that the contract number for the Sprague River-Beatty Junction Section job concerning which we wrote you on May 28th has been changed to Contract No. 3953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 5/29

cc - W. M. Franzen
H. G. Smith
S. E. Probert
Goldie Lewis
C. W. Mead

RECEIVED
JUN 1 - 1953
FOR FILING

5-133(1)
3953

June 1, 1953

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

Due to a cancellation of contract numbers previously assigned, it has been determined that the contract number for the Sprague River-Beatty Junction Section job concerning which we wrote you on May 28th has been changed to Contract No. 3953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md 5/29

cc - W. M. Fransen
H. G. Smith
S. B. Probert
Goldie Lewis
C. W. Mead

RECEIVED
FOR FILING

AGENDA
JUN 25 1953

May 28, 1953

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19th accepted your proposal for work on the Sprague River-Beatty Junction Section of the Sprague River County Road in Klamath County, for the sum of $91,820.00, and on the same day awarded Contract No. 3955 to you subject to concurrence from the Bureau of Public Roads and provision made by Klamath County for the deposit of $20,6[illegible].00 which is said County's share of the cost based upon the low bid. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone call to you of this afternoon.

Very truly yours

W. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

md

cc - W. H. Branson
H. G. Smith
S. H. Probert
Goldie Lewis
C. W. Mead

RECEIVED
MAY 29 1953
FOR FILING

S-133(1)

3953

May 28, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for surfacing and oiling work on the Sprague River-Beatty Junction Section of the Sprague River County Road in Klamath County, Project S-133 (1), to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $91,820 submitted on May 19, 1953.

All rights of way required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

RECEIVED
JUN 1 - 1953
FOR FILING
OREGON DISTRICT

S-133(1)

3153

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 28, 1953

NOTED
W. C. WILLIAMS

OTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-133 (1), Sprague River-Beatty Junction Section of the Sprague River Road in Klamath County, to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $91,820 at the May 19, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAY 29 1953
OREGON
STATE HIGHWAY COMMISSION

file

RECEIVED
JUN 18 1953
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

S-1[illegible](1)
3953

Salem, Oregon
May 25, 1953

Agenda Item 4-o-5

M-148
7-4

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is one unexecuted copy and five certified copies of two agreements with Klamath County covering financing and maintenance of Sprague River County Road.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Klamath County.

Yours very truly,

Acting Secretary,

rn
Attach: 6

OREGON PROJECT S-133(1)
FAS No. 429

RESOLUTION

WHEREAS, a County Road in **Klamath** County, State of Oregon, known as the **Sprague River** County Road, is routed through the County of **Klamath**, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and **Klamath** County, the section adopted for improvement being more particularly described as follows; to wit:

From the O.C. & E. tracks in Sprague River southeasterly to the Klamath Falls-Lakeview Highway, a distance of 9.5 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of **Klamath** will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of **Klamath**

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Sprague River County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Klamath County, Oregon, this 7 day of May, 1953.

Attest:

County Clerk

By U E Reeder
County Judge

By
County Commissioner

By
County Commissioner

Form cc-12
Page 2

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The COUNTY OF KLAMATH, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 9.5 miles of the Sprague River Road, FAS 429, ~~highway~~ from the O.C. & E. tracks in Sprague River to Klamath Falls-Lakeview Highway known as the Sprague River-Beatty Junction Section, and to be designated as Oregon Project No. S-133(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

hereby certify that I am the duly appointed,

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 7 day of May, 1953, and the Highway Department on the 19th day of May, 1953.

COUNTY OF KLAMATH

By U E Reeder
County Judge

By E W Gowen
County Commissioner

By Jerry V Rajnus
County Commissioner

ATTEST: Chas F DeLap
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/By Ben R. Chandler
As Chairman

/s/By Chas. H. Reynolds
As Commissioner

/s/By M. K. McIver
As Commissioner

ATTEST: /s/ Floyd Query
Acting Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

I, Floyd Query, hereby certify that I am the duly appointed, Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 7 day of May, 1953, and the Highway Department on the 19th day of May, 1953.

COUNTY OF KLAMATH

By U E Reeder
County Judge

By E W Gowen
County Commissioner

By Jerry Rajnus
County Commissioner

ATTEST: Chas F DeLap
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/By Ben R. Chandler
As Chairman

/s/By Chas. H. Reynolds
As Commissioner

/s/By M. K. McIver
As Commissioner

ATTEST: /s/ Floyd Query
Acting Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

I, Floyd Query, hereby certify that I am the duly appointed, qualified and Acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing agreement with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 19th day of May, 1953.

Floyd Query
Acting Secretary

2 "A"
2 copies of each
for signature

S + C

FORM E-30 37,000 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
MAY 1 8 1953

40-5

Salem, Oregon
May 11, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

REFERRED TO
Query
By Asst. Chief Engineer

Enclosed are three copies each of agreements with Jackson and Klamath Counties covering financing of proposed county road FAS projects in those counties. Two copies of each agreement have been executed by the respective County Courts and are ready for presentation to the Highway Commission.

Also enclosed are seven copies, executed by the counties, each of maintenance agreements covering the same projects. After signature by the Highway Commission, please return either five fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

NOTED
W. C. WILLIAMS

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

2 "A"
2 copies of each
for signature

S & C

RECEIVED
MAY 21 1953
FOR FILING

[illegible]

2953

May 20, 1953

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 accepted your bid in the amount of $91,840.00 for construction of 9.51 miles of base and oiling on the Sprague River-Beatty Junction Section of the Sprague River County Road in Klamath County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and Klamath County has made provisions for the deposit of $40,600.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

RECEIVED
MAY 13 1953
FOR FILING

5-133(1)

3953

5-133(1)

May 12, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We have your letter of May 8, calling attention to the possibility of obtaining an increased ratio of federal participation in Oregon Project S-133 (1), Sprague River-Beatty Junction Section of the Sprague River County Road, on account of the project being within an Indian Reservation.

As only a small part of the lands traversed by the project are of "unpatented" status, the reduction in state and county participation would be small. Also, whatever reduction resulted would reflect itself in a corresponding reduction in the length of the project or the amount of work that could be done. These facts, together with complications that would result under the standard cooperative arrangement we have with the counties, lead us to the conclusion that it would be best to let the federal participation stand at the normal rate of sixty per cent.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 8, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In approving P. S. and E. documents for Oregon Project S-133(1), Sprague River-Beatty Junction Section of the Sprague River Road, the Division Office called our attention to the fact that the project is in the Klamath Indian Reservation and may be eligible for an increased ratio of Federal-aid.

It is probable that portions of the project are located through unpatented tribal land and would therefore be eligible for 100% Federal funds. Please advise as to whether or not you will request the increased ratio on those portions.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

7as 429

FOR FILING
File ✓

Mr. [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-133(1)

May 4, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-133(1), Sprague River-Beatty Junction Section, Sprague River Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please submit copies of the County maintenance and encroachment resolution prior to submission of the project agreement documents.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

May 11, 1953

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of two copies of a finance agreement, seven copies of a maintenance agreement, and seven copies of an encroachment resolution covering the Sprague River-Beatty Junction project..

We are returning one copy of the encroachment resolution and, after signature by the Highway Commission, will return a fully executed copy of each agreement.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Fas 429

NOTED
Harold C. Ayers

NOTED
J. W. GATTRALL

May 6, 1953

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the Sprague River-Beatty Junction Federal Aid Secondary project on the Sprague River County Road, FAS Highway 429, which will be up for bid on May 19th.

The finance agreement covers state and county participation in project costs as previously discussed. Our present estimate of cost for this project is $118,000; however, the actual low bid prices will govern. In the event the estimated cost based on the low bid exceeds $110,000 (Klamath County's total allocation of FAS funds for the fiscal year 1954 plus a portion of its 1955 allocation), the county may elect either to pay all of the costs in excess of $110,000 or reject the bid. In the event the county chooses to reject the bid, a contract will not be awarded and, very likely, the project will be cut back to fit the available funds and readvertised for bids at a later date. In any event, you will be advised of the estimated costs immediately after the low bidder has been determined.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachment on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications are for your information and records. The specifications provide that the project shall be completed on or before September 30, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolution and return all copies of the agreements and six copies of the resolution to this office. Your immediate attention to this matter will be appreciated.

If you have any questions, please phone myself or Mr. Hagemann, Assistant County and City Relations Engineer, at Salem 4-2171, extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 1, 1953

S-[illegible]
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map dated March 1953 for Oregon FAS-133, Sprague River-Klamath Falls-Lakeview Highway, in Klamath County, is approved today.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
1953

RECEIVED
1953
FOR FILING

S-133(1)

3953

30.2 53

April 21, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blueprint copies of project statement map for the Sprague River-Klamath Falls-Lakeview Junction Section, Project No. FAS-133.

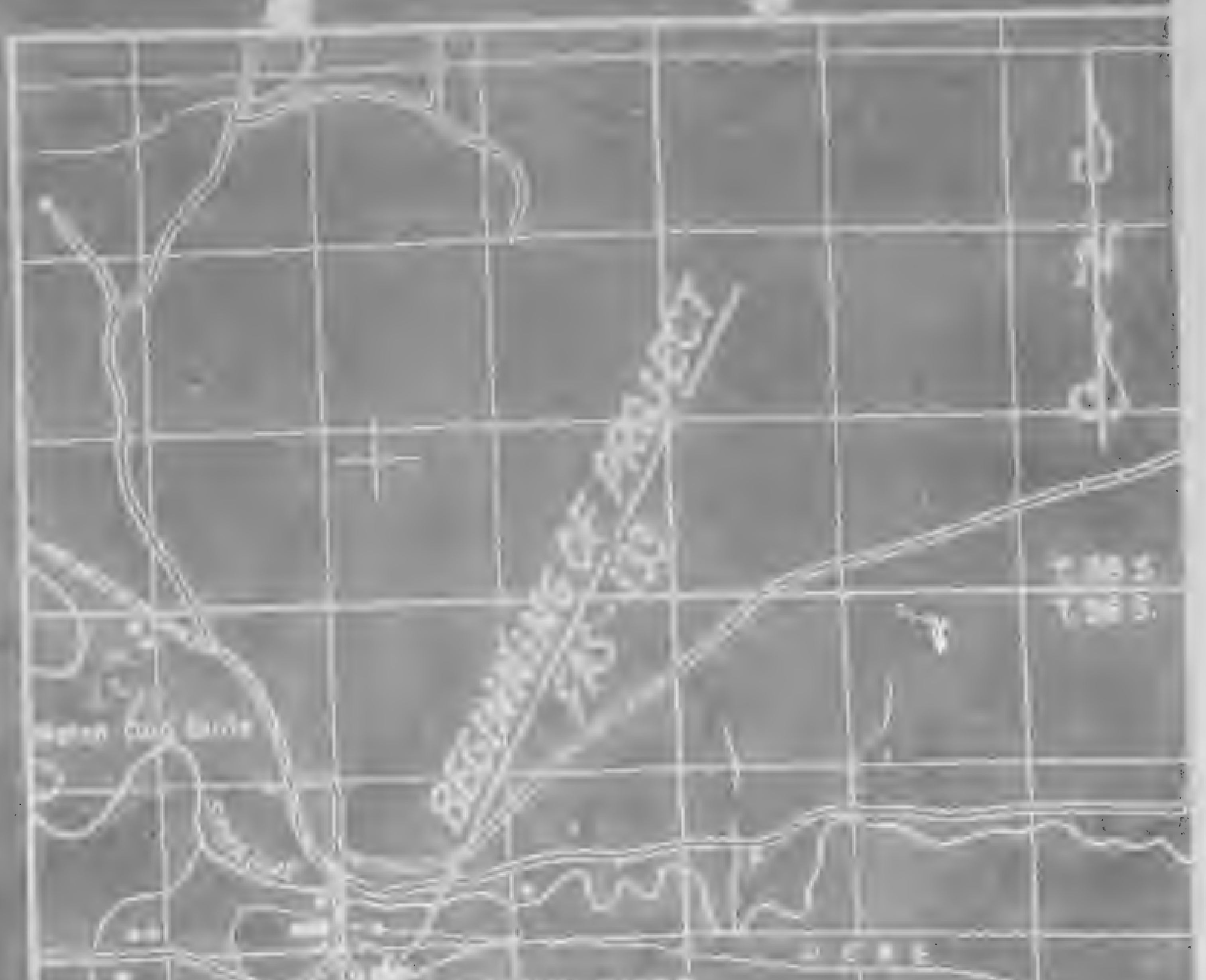
Very truly yours,

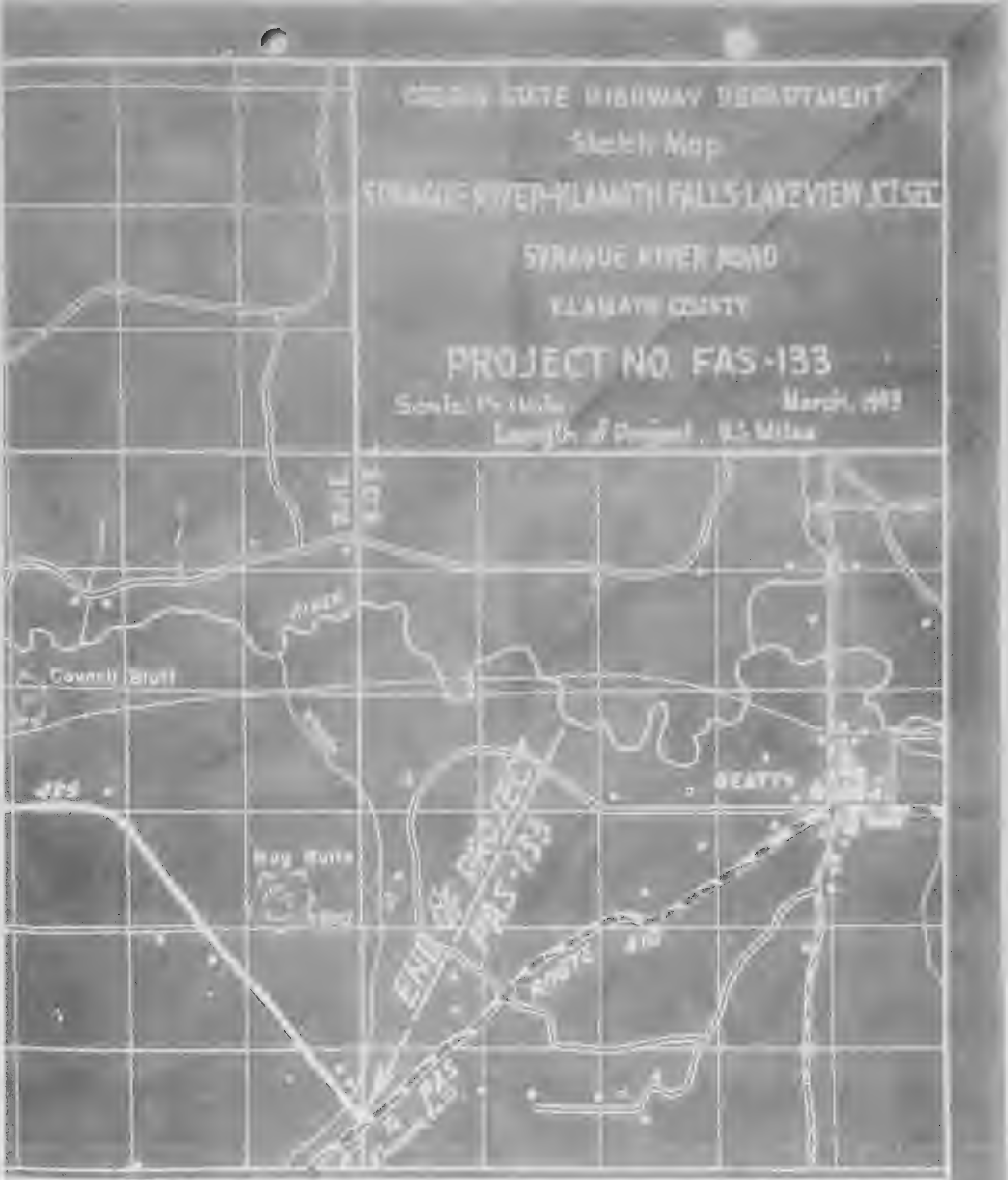
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

N
BEGINNING OF PROJECT
T.35 S.
T.36 S.
SPRAGUE RIVER
O.C.&E.
FAS ROUTE
R.10 E.
R.11 E.
Creek
Creek



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

SPRAGUE RIVER-KLAMATH FALLS-LAKEVIEW JCT. SEC.

SPRAGUE RIVER ROAD

KLAMATH COUNTY

PROJECT NO. FAS-133

Scale: 1" = 1 Mile March, 1949

Length of Project 9.5 Miles

Council Bluff
Hog Butte
BEATTY
225
END OF PROJECT FAS-133

Salem, Oregon
April 14, 1953

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

The enclosed field data for the Sprague River-Whiskey Creek Section of FAS 429 in Klamath County has been examined and appears to be satisfactory.

Since the westerly terminus extends beyond the limits of the presently approved route, we are submitting this date a revision extending FAS 429 to the O.C. & E. R.R. crossing. The B.P.R. has indicated that they will approve this route extension, thus permitting the project to stand as submitted. } See ST # 67

The Klamath County Court was contacted this date and assured us that Klamath County has obtained all right of way required for the revisions in Sprague River and east of Sprague River and county crews were presently engaged in the grading and placement of base rock in these sections.

The station for the west end of the project in the Special Provision is incorrectly shown as 135+00. This apparently should be 1352+00.

The field estimate is within the available funds of $110,000.

John W. Cattrall
Engineer, County and City Relations

By: John F. Hagemann
Assistant Engineer

[redacted]
Encl.
cc: V. G. O'Neil

Harold C. Ayers

January 30, 1953

Klamath County Court

Klamath Falls, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal years 1954 and 1955 Federal Aid Secondary funds the projects in Klamath County as shown in the attached tabulation. The details set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

The 1954 project on FAS 429 should be contracted this year. The 1955 project on FAS 418 cannot be contracted until 1954 when fiscal year 1955 Federal Aid funds become available.

As you know, the county will be required to make an advance deposit equal to 20% of the estimated total cost prior to award of a contract. This will be covered by an agreement at a later date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

NOTED
J. W. CATTRALL

JFH:[illegible]
Att.

File this: Fas 429 (1954)

KLAMATH COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $110,000
1955 - $ 28,000

PROPOSED PROJECTS:

1954 - FAS 429 (Sprague River Road) from the Klamath Falls-Lakeview State Highway to Sprague River, a distance of approximately 9.3 miles. Place crushed rock levelling course, binder course, and 20' wide 0-11. Estimated cost based on 3"X26' level course is $110,000.

1955 - FAS 418 from the Klamath Falls-Lakeview State Highway south to existing bituminous surface, a distance of approximately 6.4 miles. Place binder course and 20' wide 0-11 using aggregate furnished by the county.

REMARKS: FAS 429 is the county's first priority. This road has sufficient base rock and width, and it is recommended from the standpoint of economy that its entire length be improved under one contract. To accomplish this, part of the county's 1955 allocation must be combined with its 1954 allocation for programming in the first year.

The county at its own expense will do all required grading, place base rock, and furnish required oil aggregate prior to the proposed FAS oiling project on FAS 418. In order to allow the county sufficient time to accomplish the preparatory work this project is programmed for the fiscal year 1955.

NOTED
J. W. CATTRALL

Salem, Oregon
February 13, 1952

NOTED
J. F. HAGEMANN

429

NOTED
[illegible]

Mr. W. C. Williams
OFFICE

James Diehl

On February 6 the Klamath County Court met with Mr. ~~Beal~~, Indian Agent of Klamath Indian Reservation, and Mr. Forrest E. Cooper of Lakeview. I was invited by the Klamath County Court to sit in on this meeting as one of the items discussed was the Chiloquin-Sprague River Road.

There are approximately eleven miles of the Chiloquin-Sprague River Road on the easterly end that have not been oiled. It was reported by the Klamath County Court that they had graded and placed some rock on this eleven mile section during the summer of 1951 and that this section should be oiled this coming year in order to preserve the work accomplished so far. In connection with this subject Mr. Forrest Cooper is going to Washington D. C. and endeavor to have $150,000 of the Indian Service budget earmarked for the Sprague River Road. The expenditure of this $150,000 will be subject to the Highway Commission matching an equal amount.

It is expected by all concerned that this $150,000 in the Indian Service budget will be approved. It is the hope of the Klamath County Court and the Indian Service that the Highway Commission will see its way clear to match this sum and complete the Sprague River Road. It is also the hope of the Court that after this road has been completed the State Highway Commission will take this Chiloquin-Sprague River Road over as a State Secondary highway.

Diehl
Mr. ~~Beal~~ of the Indian Service stated that there are 4.5 billion board feet of old growth timber that will be logged off by 1959 and after that a sustained yield program will produce approximately fifty million board feet per year. All this timber will be transported over part or all of the Chiloquin-Sprague River Road.

John W. Cattrall
Engineer, County and City Relations

JWC:MM

FRED L. POPE, COMMISSIONER
FORT KLAMATH, OREGON
J. E FRANEY, SHERIFF
CHARLIE DeLAP, COUNTY CLERK
OTIS METZKER, ASSESSOR
FRANK Z. HOWARD, SURVEYOR
RUTH E. SIEMENS, CLERK TAX FORECLOSURES

E. W. GOWEN, COMMISSIONER
BONANZA, OREGON
D. E. VAN VACTOR, DISTRICT ATTORNEY
C. L. LANGSLET, TREASURER
ELSIE SIEMENS, TAX COLLECTOR
GEO. H. ADLER, M. D., CORONER
WALLY HECTOR, ENGINEER

Klamath County Court

U. E. REEDER, JUDGE
KLAMATH FALLS, OREGON

January 11, 1952

RECEI
JAN 1 4
ENGINEER
COUNTY & CITY RELATI

Mr. John W. Cattrall
Engineer, County and City Relations
State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

We would like for you to call on us at your earliest convenience on a Wednesday or Friday to discuss the status of the Sprague River Chiloquin road.

Please let us know the time and date which would be satisfactory for you.

Very truly yours,

KLAMATH COUNTY COURT

U E Reeder County Judge

E W Gowen Commissioner

Jerry V Rogers Commissioner

CC:vr

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 20, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
305-1703 3954	2-final	PARKER-SCHRAM CO	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15696	B-74250	$ 14,210.37	8/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described
contract. The warrant will be held in the Accounting Division until advised by you

---

Form A-150 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

City of St. Helens
St. Helens, Oregon

Attn: R. E. Singleton, City Recorder

Invoice No. 31727
Date Dec. 15, 1953
Your Req. No.
Billing Request No. CC-69
Credit distribution: 305-1703-299

Agreed City of St. Helens' share of 1953 Special City Allotment project for paving Columbia Blvd. and First Street, covered by agreement dated May 19, 1953. City to pay all costs in excess of $15,000.

Advance Deposit		$13,200.00
Final Costs		
Contract Items	$21,230.37	
Constr. & Engineering	1,228.23	
Survey	596.39	
Total	$23,054.99	
Less Agreed State Share	15,000.00	
City Share		8,054.99
To be refunded		$5,145.01

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $
By

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 20, 1953

(CONTRACT NO.) 365-1763	(EST. NO.)	(CONTRACTOR)
3954	2-final	PARKER-SCHRAM CO

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15696	R-74250	$ 14,210.37	8/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: July 16, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-24-53 *Rec'd 8-25*

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: 8-25-53

a. a. Wicklander

RECEIVED
AUG [illegible] 1953
FOR FILING

305-17[illegible]

3154

August 11, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3954 for paving on the St. Helens (Columbia Blvd. & S.1st St.) Section in Columbia County, was completed by the contractor, Parker-Schram Co., on July 16 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of $14,210.37 will be released to the contractor on or after August 21, 1953. The total contract amount is $21,230.37 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

8-11-53

3

Form E-1—10M—11-51

305-1703

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 25, 1953

Section St. Helens(Columbia Blvd.& S. 1st Street)

Kind of work Paving

Highway City Streets

Section prefix 305-1703

Contractor Parker-Schram

Contract number 3954

Date of contract June 2, 1953

Date of completion July 16, 1953

Date work started July 7, 1953

Estimated date of completion July 16, 1953

Amount of contract $ 25,607.73

Per cent of time elapsed 61 %

Estimated cost of completed project, exclusive of engineering $ 21,230.37

Per cent of contract completed, based on total contract price 82 %

Engineering cost to date $ 1200.00, 61 %

Date project was completed July 16, 1953, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to Division Office Thursday, July 23, 1953.

NOTED
FORREST COOPER

NOTED
H. G. SMITH

Signed James Dow

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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JUN 26 1953
FOR FILING

[illegible]

3954

June 24, 1953

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on June 2, 1953 by the State Highway Commission as follows:

Contract No. 3954, for paving on the St. Helens (Columbia Blvd. and S. 1st St.) Section in Columbia County.

Contract No. 3955, for grading and paving on the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections in Multnomah County.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours,

W. D. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Floyd Query, Acting Secretary~~

dc
encls.

RECEIVED
1953
FOR FILING

[illegible] 1103

3954

June 2, 1953

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on May 12th accepted your proposals for the St. Helens Paving Project in Columbia County for the sum of $24,505.00 and the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Grading and Paving Project in Multnomah County for the sum of $159,718.00, and on the same day awarded these contracts to you under Contract Nos. 3954 and 3955 respectively. Contract No. 3954 was awarded subject to concurrence from the City of St. Helens and provisions made by said City for funds for the cost of the project in excess of $15,000. Contract No. 3955 was awarded subject to concurrence from the Bureau of Public Roads and provisions made by Multnomah County for the deposit of $35,950.00. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone conversation with you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

md

cc - W. M. Franswa
H. G. Smith
S. H. Probert
Goldie Lewis
C. W. Head

RECEIVED
MAY 1953
FOR FILING

305-1703

3954

May 27, 1953

Richard E. Singleton, City Recorder
City Hall
St. Helens, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of St. Helens covering the improvement of Columbia Boulevard from Columbia River Highway to 12th Street; Columbia Boulevard from 2nd Street to 1st Street; First Street from Columbia Boulevard to Cowlitz Street; a combined distance of approximately 0.93 mile, in connection with the $250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

RECEIVED
FORM E-30X 25M 11-50
FOR FILING

305-1703

3954

St. Helens

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1953

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

NOTE
W. C. WILLIAMS

Herewith City Warrant #9308 in the amount of $13,200 from the City of St. Helens representing the city's advance deposit on its share of the estimated cost of the Special City Allotment project in St. Helens.

Insofar as this office is concerned the project is now clear for awarding of the contract.

John W. Cattrall
Engineer, County and City Relations

By H. C. Ayers

H. C. Ayers
Field Engineer

HCA:MM
Att.

cc: W. C. Williams
S. H. Probert
C. H. Maison

RECEIVED
MAY 21 1953
FOR FILING

May 20, 1953

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 accepted your bid in the amount of $24,505.00 for a paving project in St. Helens (Columbia Boulevard and South First Street) in Columbia County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence is received from the City of St. Helens and provision has been made by said City of funds for the cost of the project in excess of $15,000.00 which amount will be advanced by the State.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction of Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl.
cc: H. G. Smith
S. H. Probert
W. M. Franswa SIAC

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

May 19, 1953

Mr. Richard E. Singleton
City Recorder
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

On May 18, 1953, the State Highway Commission received a low bid on the Columbia Boulevard and S. First Street Special City Allotment project in St. Helens. This bid was made by Parker-Schram Company, and the estimated total cost of the project based on this bid is as follows:

Contract Items	$24,505.00
Engineering & Contingencies (12-1/2%)	3,063.13
Survey	560.00
Total...	$28,128.13

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project an advance deposit of $13,200 is required. Please make this deposit by means of a certified check payable to the Oregon State Highway Commission. Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM

710.50

12-12-52—

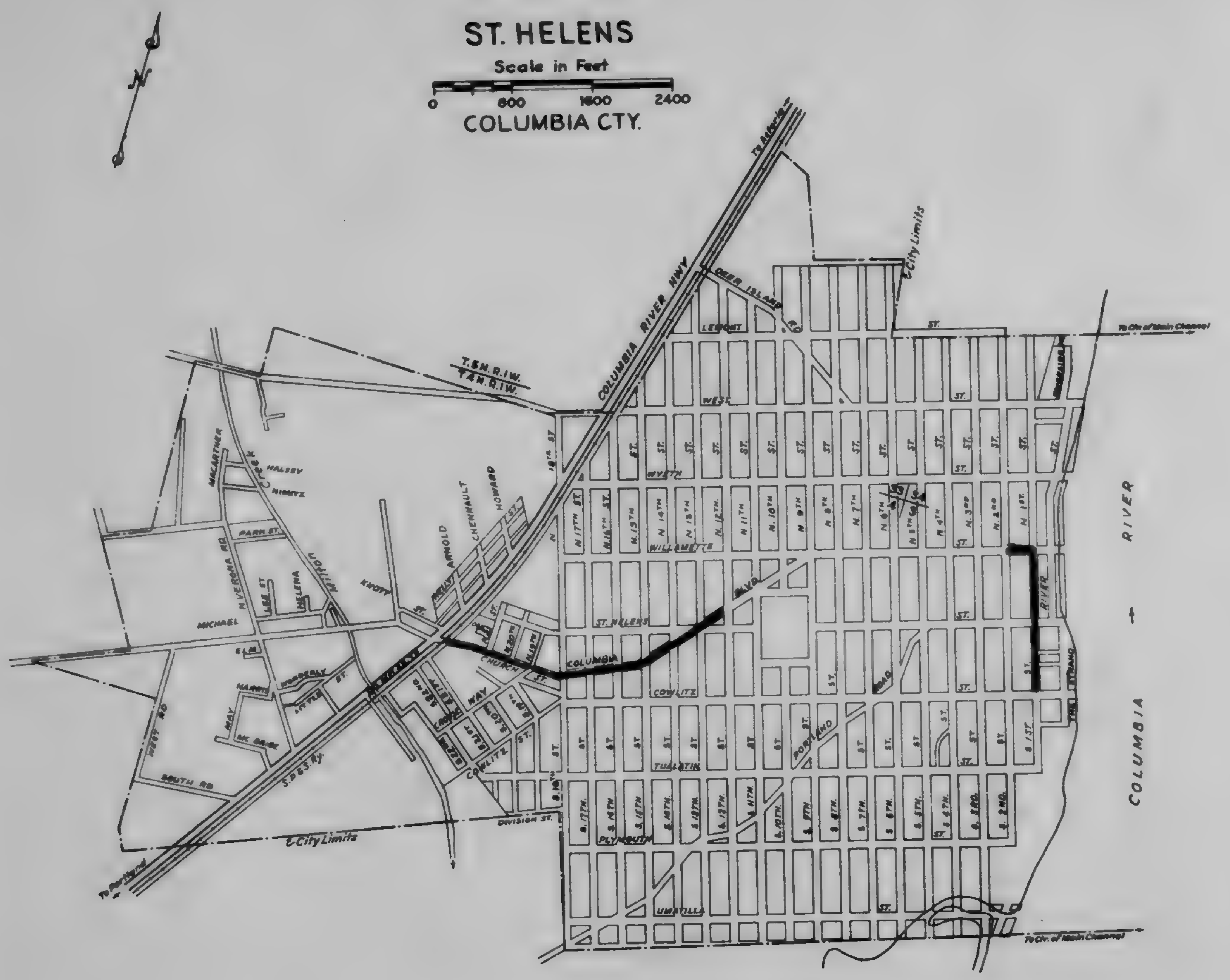
[illegible] 0.93

[illegible] (2 [illegible])

[illegible]	[illegible]	[illegible]	1500.00
[illegible]	[illegible]	[illegible]	200.00
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]50	9.00	22950.00
[illegible]	400	6.00	540.00
			26,230.00
			3278.75
			560.00
			30,068.75

[illegible]

12-12-52



ST. HELENS

Scale in Feet

COLUMBIA CTY.

0
800
1600
2400
COLUMBIA RIVER HWY
To Astoria
To Portland
S.P.&S. Ry.
T.5N.R.1W.
T.4N.R.1W.
City Limits
City Limits
DIVISION ST.
MACARTHER
HALSEY
NIMITZ
PARK ST.
N. VERONA RD.
LEE ST
HELENA
MILTON
Creek
KNOTT
ST.
ARNOLD
CHENNAULT
HOWARD
MICHAEL
ELM
HARRIS
WONDERLY
LITTLE ST.
MAY
MC BRIDE
WEST RD
SOUTH RD
CHURCH ST.
WAY
COWLITZ ST.
COLUMBIA
BLVD.
ST. HELENS
WILLAMETTE
WYETH
WEST
LEMONT
DEER ISLAND RD
18TH ST
N. 17TH ST.
N. 16TH ST.
N. 15TH
N. 14TH
N. 13TH
N. 12TH.
N. 11TH
N. 10TH
N. 9TH
N. 8TH
N. 7TH
N. 6TH
N. 5TH
N. 4TH
N. 3RD
N. 2ND
N. 1ST.
N. 20TH
N. 19TH
COWLITZ
TUALATIN
PORTLAND
ROAD
PLYMOUTH
UMATILLA
S. 18TH
S. 17TH.
S. 16TH
S. 15TH
S. 14TH.
S. 13TH.
S. 12TH.
S. 11TH.
S. 10TH.
S. 9TH
S. 8TH.
S. 7TH.
S. 6TH.
S. 5TH.
S. 4TH.
S. 3RD.
S. 2ND.
S. 1ST.
RIVER
THE STRAND
To Ctr. of Main Channel
To Ctr. of Main Channel
COLUMBIA → RIVER
REV. 7-8-52

THE CITY OF ST. HELENS
DEPT. OF PUBLIC WORKS
ST. HELENS, OREGON

RECEIVED
DEC 11 1952
ENGINEER

Dec 9, 1952

Harold C Ayers
Oregon State Highway Comm
Salem, Oregon

Sir:

the City of St. Helens is unable to raise enough money to go ahead with the project as outline to me on your last trip to St. Helens.

However, the city council would like to forego only that part of the project lying between the centerline of second Street and the West line of twelfth street. Thus leaving the project to include all of Columbia Blvd. from the railroad tracks to the west line of twelfth Street. And from the centerline of Second street to First Street on Columbia Blvd then South on First St from Columbia Blvd to Cowlitz St.

Hoping this comes within our financial limitations.

Sincerely
George Morton Jr.

THE CITY OF ST. HELENS
DEPT. OF PUBLIC WORKS

ST. HELENS, OREGON

Dec 4, 1952

RECEIVED
DEC 8 1952
ENGINEER
[illegible]

Oregon State Highway Comm.
Salem, Oregon
ATTN: Harold C. Ayers.

Dear Sir:

Following your visit to St. Helens, I contacted the mayor and council one by one over the phone. Almost all of them felt that no decision could be reached until they got together to discuss the matter. They will meet Monday night at 8 pm Dec. 8. I will write you Tuesday morning as to their final decision. Wish you could meet with them Monday night but I relize you are very busy.

Sincerely

Supt. Morton Jr.

St. Helens 12-3-53

Contacted Sweps Morton in response to city's letter of Nov. 29, 1952 with regard to city's paying funds towards the cost of paving work on Columbia Blvd.

The city had on Nov. 12 agreed to a possible cost, to the city, of $40,000 or less, and letter stated a limit of $15,240.97.

Sweps said "The mayor had written the letter and had not taken in ~~the~~ consideration other funds, besides the Street Tax Funds". Sweps said he would get the mayor & Recorder together and would write us another letter tonight. Stating just what they wanted and how much money they could furnish.

HEC

WM. MUTTON, MAYOR

The City of St. Helens

OFFICE OF MAYOR

St. Helens, Oregon

November 29, 1952

Harold C. Ayers, Field Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Sir:

This is to advise you that the City of St. Helens is willing to contribute the sum of $15,240.97 towards the proposed improvement of Columbia Boulevard between the Columbia River Highway and First Street and all that portion of South First Street between Columbia Boulevard and Cowlitz Street.

Very truly yours,

Wm Mutton

Wm. Mutton, Mayor

WM:res

RECEIVED
DEC 1 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 1952
ENGINEER
COUNTY AND CITY RELATIONS

St. Helens 11-12-52

Columbia Boulevard is very heavily traveled by automotive traffic and the lanes of street are showing signs of stress, pavement is breaking badly.

Base of street is mostly solid rock and original surfacing was light, most of street has patches on patches.

Believe we could recommend a project.

H C Lyon

St Helens 11-12-52

Preliminary Estimate

Columbia Blvd from Columbia River Highway to First Street.
S. First Street from Columbia Blvd to Cowlitz St
a distance of approximately 1.50 miles

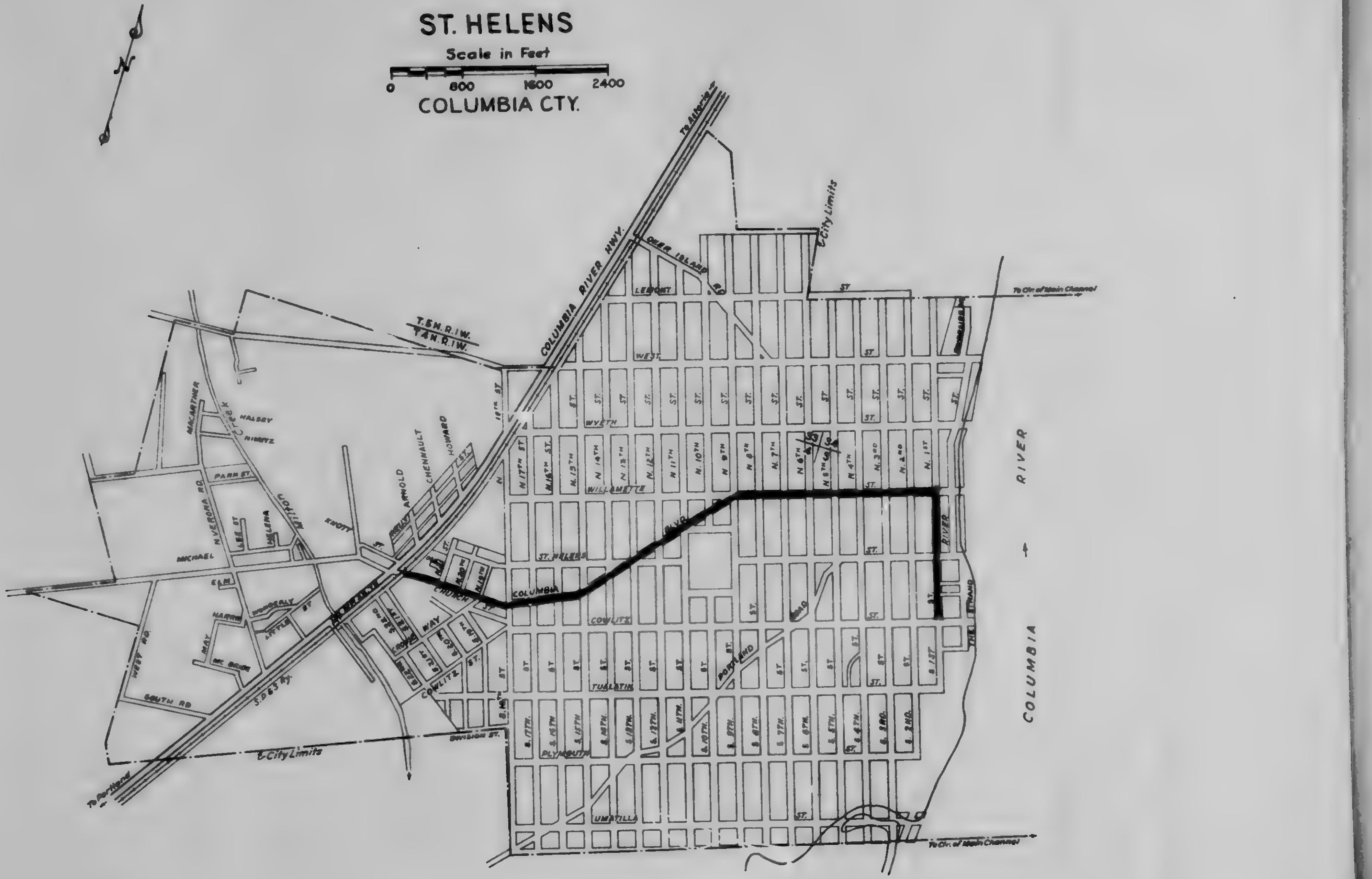
Place average 2" of asphaltic Concrete in variable widths.

Adjust Valve boxes	9 ea	$20.00	$180.00
Adjust man holes	5 ea	50.00	250.00
Rd oil in seal and tack.	50 tons	70.00	3500.00
Class B asphaltic Concrete	5000 ton	8.00	40000.00
Aggregate in seal	100 Cyds	6.00	600.00
	Preliminary Estimate of Construction Cost		$44,530.00
	12½% Engineering and Contingencies		5566.25
	Preliminary Engineering		800.00
			50,896.00

$50,900

NO City req
not filed

~~400~~


ST. HELENS
Scale in Feet
0
800
1600
2400
COLUMBIA CTY.
N
COLUMBIA RIVER HWY.
To Astoria
To Portland
T.5N.R.1W.
T.4N.R.1W.
City Limits
WEST RD.
SOUTH RD
MACARTHUR
N. VERONA RD.
MICHAEL
PARK ST.
LEE ST
HELENA
ELM
MAY
Milton Creek
HALSEY
NOB HILL
ARNOLD
CHENNAULT
HOWARD
COLUMBIA
BLVD.
ST. HELENS
COWLITZ
TUALATIN
PLYMOUTH
UMATILLA
WILLAMETTE
WYETH
WEST
LEMONT
DEER ISLAND RD.
PORTLAND
ROAD
DIVISION ST.
N. 17TH ST.
N. 16TH ST.
N. 15TH
N. 14TH
N. 13TH
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N. 9TH
N. 8TH
N. 7TH
N. 6TH
N. 5TH
N. 4TH
N. 3RD
N. 2ND
N. 1ST
S. 17TH.
S. 16TH
S. 15TH
S. 14TH.
S. 13TH.
S. 12TH.
S. 11TH.
S. 10TH.
S. 9TH.
S. 8TH.
S. 7TH.
S. 6TH.
S. 5TH.
S. 4TH.
S. 3RD.
S. 2ND.
S. 1ST
18TH ST
RIVER
THE STRAND
COLUMBIA → RIVER
To Ctr. of Main Channel

REV 7-8-58

Form cc-50
Special City Allotment

8-25-52

RESOLUTION No. 171

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of St. Helens is an incorporated city of the State of Oregon, and has a population of 4,711, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, Columbia Blvd. from the intersection thereof with the Columbia River Highway to the intersection thereof with South First Street; and South First Street from the intersection thereof with Columbia Blvd. to the intersection thereof with Cowlitz Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit, Columbia Blvd. from the intersection thereof with the Columbia River Highway to the intersection thereof with South First Street; and South First Street from the intersection thereof with Columbia Blvd. to the intersection thereof with Cowlitz Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of St. Helens does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Swep Morton, Jr. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 25th day of August, 19 52.

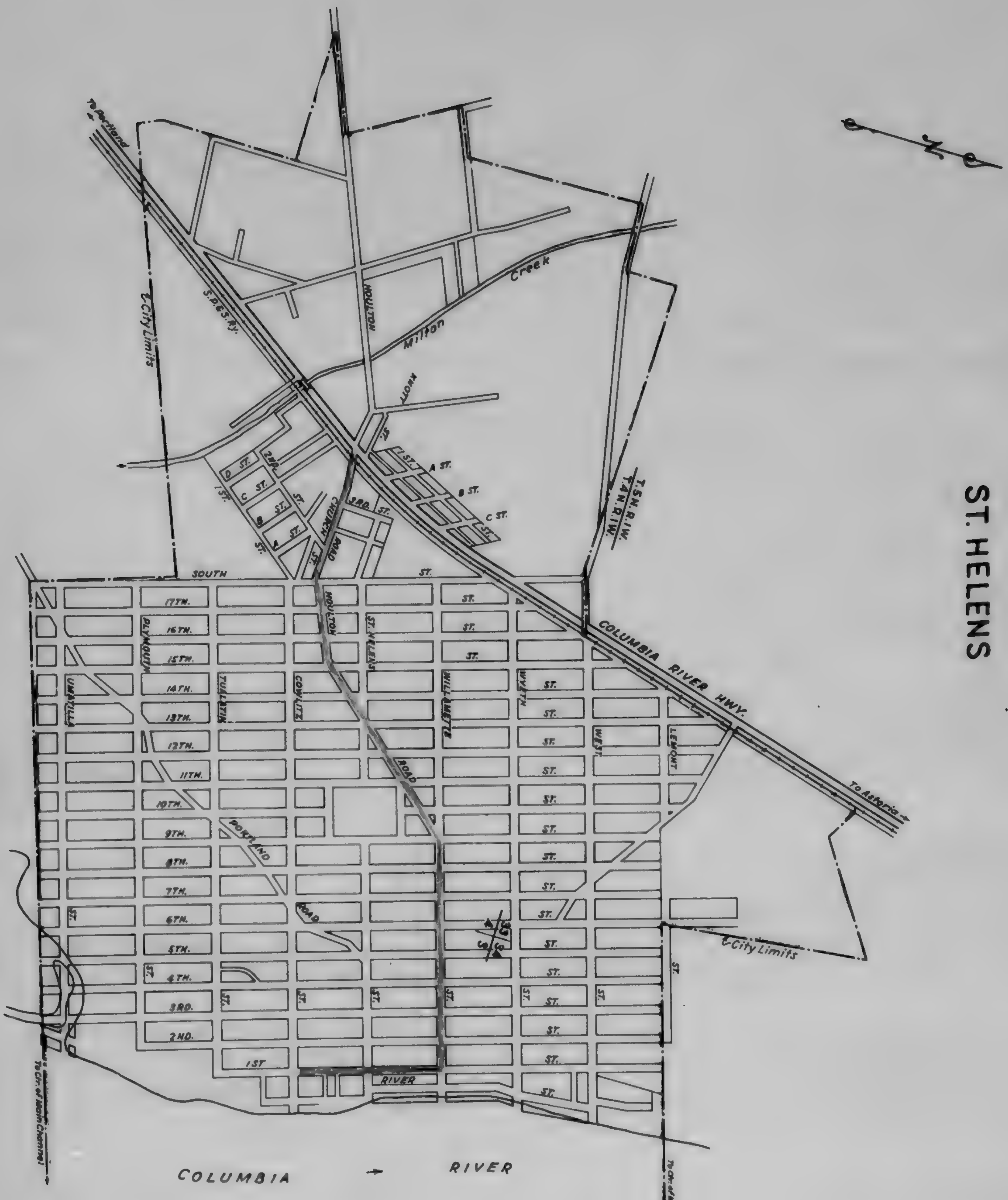
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

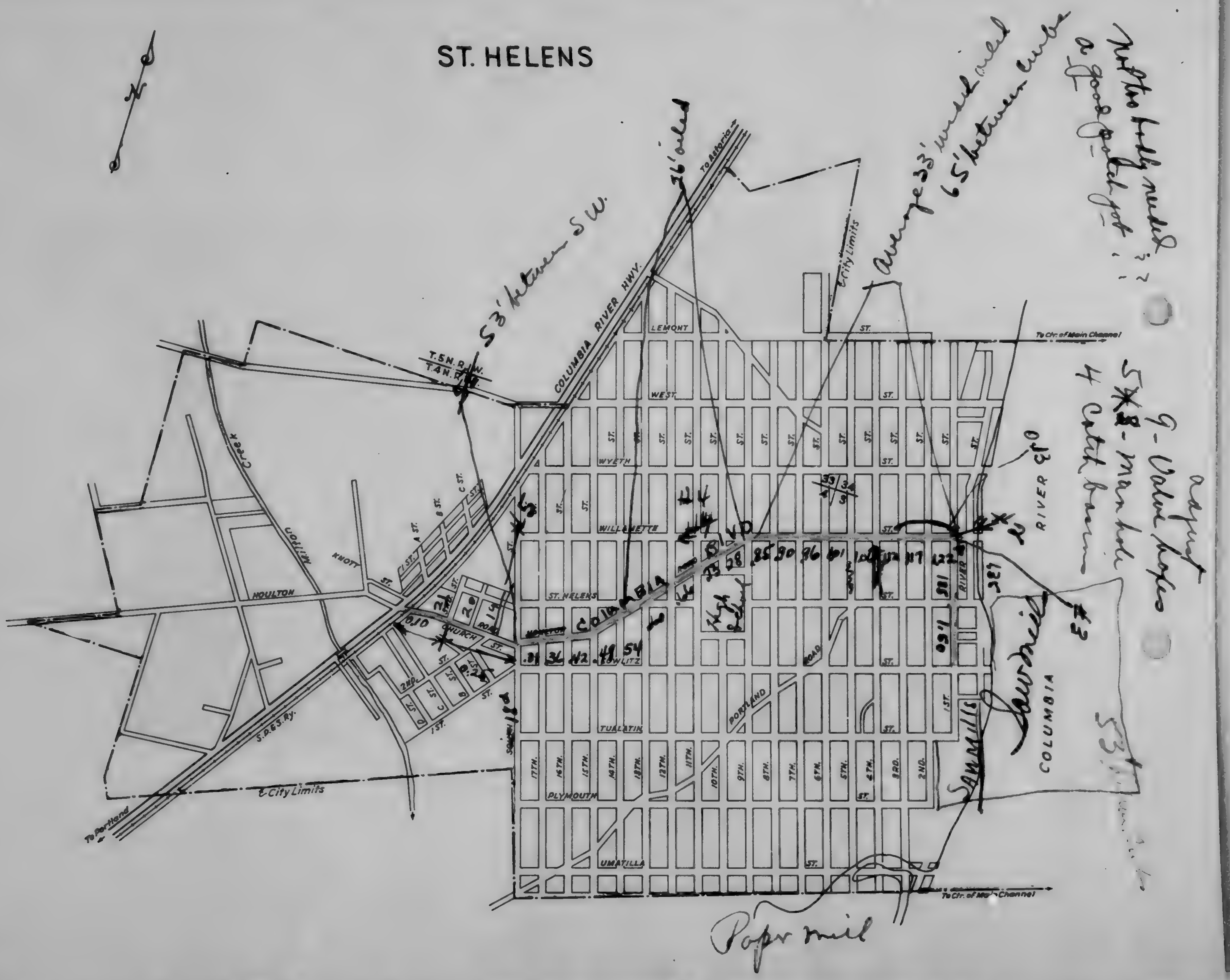
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of St. Helens at a regular or special meeting of said council, held on the 25th day of August, 19 52, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 26th day of August, 19 52.

Richard E. Singleton
City Recorder


ST. HELENS
N
To Portland
S.P.&S.Ry.
City Limits
Milton Creek
MOULTON
NORTH ST.
1ST ST.
2ND ST.
3RD ST.
A ST.
B ST.
C ST.
D ST.
CHURCH ROAD
T.5N.R.1W.
T.4N.R.1W.
SOUTH ST.
17TH.
16TH.
15TH.
14TH.
13TH.
12TH.
11TH.
10TH.
9TH.
8TH.
7TH.
6TH.
5TH.
4TH.
3RD.
2ND.
1ST
PLYMOUTH
UMATILLA
TUALATIN
COWLITZ
MOULTON
ST. HELENS
WILLAMETTE
WYETH
WEST
LEMONT
ROAD
PORTLAND ROAD
RIVER ST.
COLUMBIA RIVER HWY.
To Astoria
City Limits
4 3
9 10
To Ch. of Main Channel
To Ch. of Main Channel
COLUMBIA → RIVER

ST. HELENS


To Portland
To Astoria
COLUMBIA RIVER HWY.
S.P.&S. Ry.
Milton Creek
HOULTON
KNOTT
City Limits
T.5N.R.1W.
T.4N.R.1W.
A ST.
B ST.
C ST.
D ST.
1ST.
2ND.
CHURCH
ROAD
SOUTH 18th
17TH.
16TH.
15TH.
14TH.
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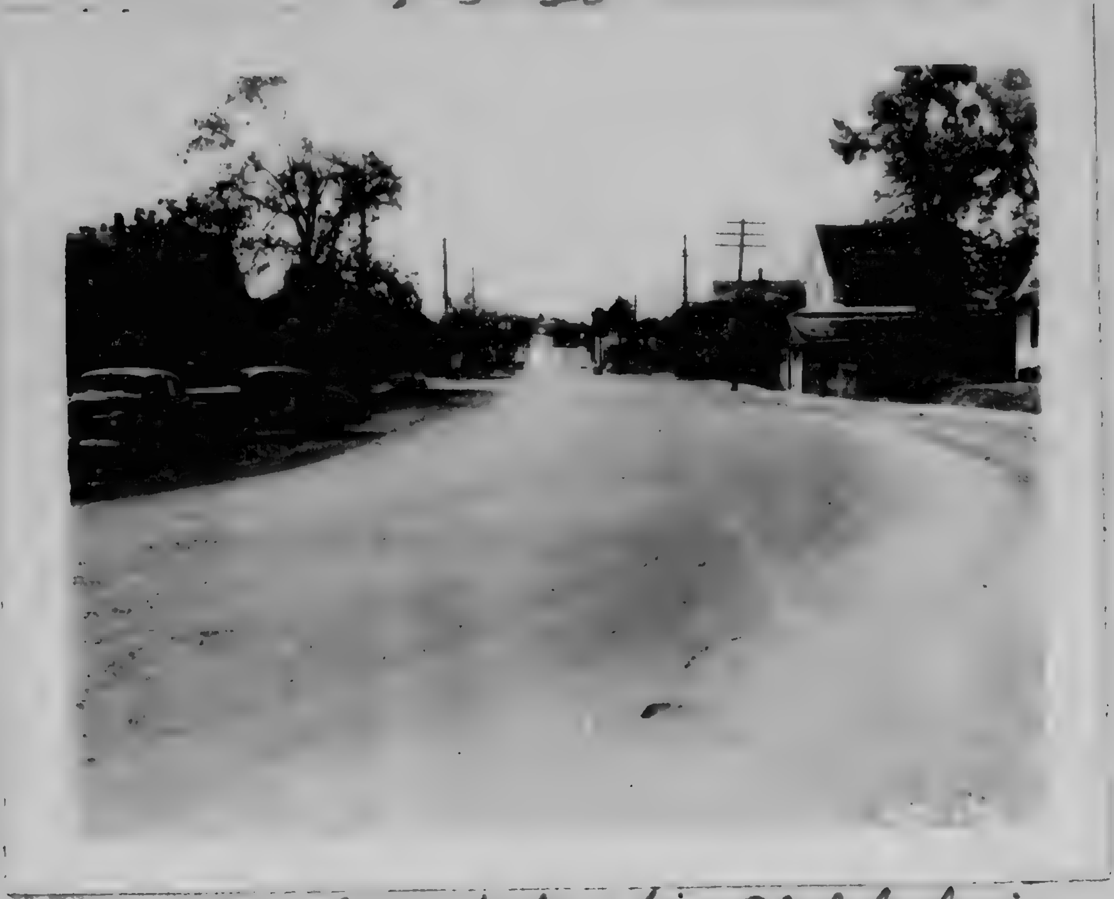
12TH.
11TH.
10TH.
9TH.
8TH.
7TH.
6TH.
5TH.
4TH.
3RD.
2ND.
1ST.
LEMONT
WEST
WYETH
WILLAMETTE
ST. HELENS
COWLITZ
TUALATIN
PLYMOUTH
UMATILLA
PORTLAND
RIVER
ST.
COLUMBIA BLVD
High School
To Ctr. of Main Channel
COLUMBIA
RIVER
53' between S.W.
36' oiled
Average 33' wide oiled
65' between curbs
#5
#4
#3
#2
0.10
21
20
19
.18
.31
36
42
49
54
64
73
78
85
90
96
101
106
112
117
122
1.60
181
327
0.13
33/34
4/3
Sawmills
Sawmill
Paper mill
53

Not too badly needed ?? a good patch job ..

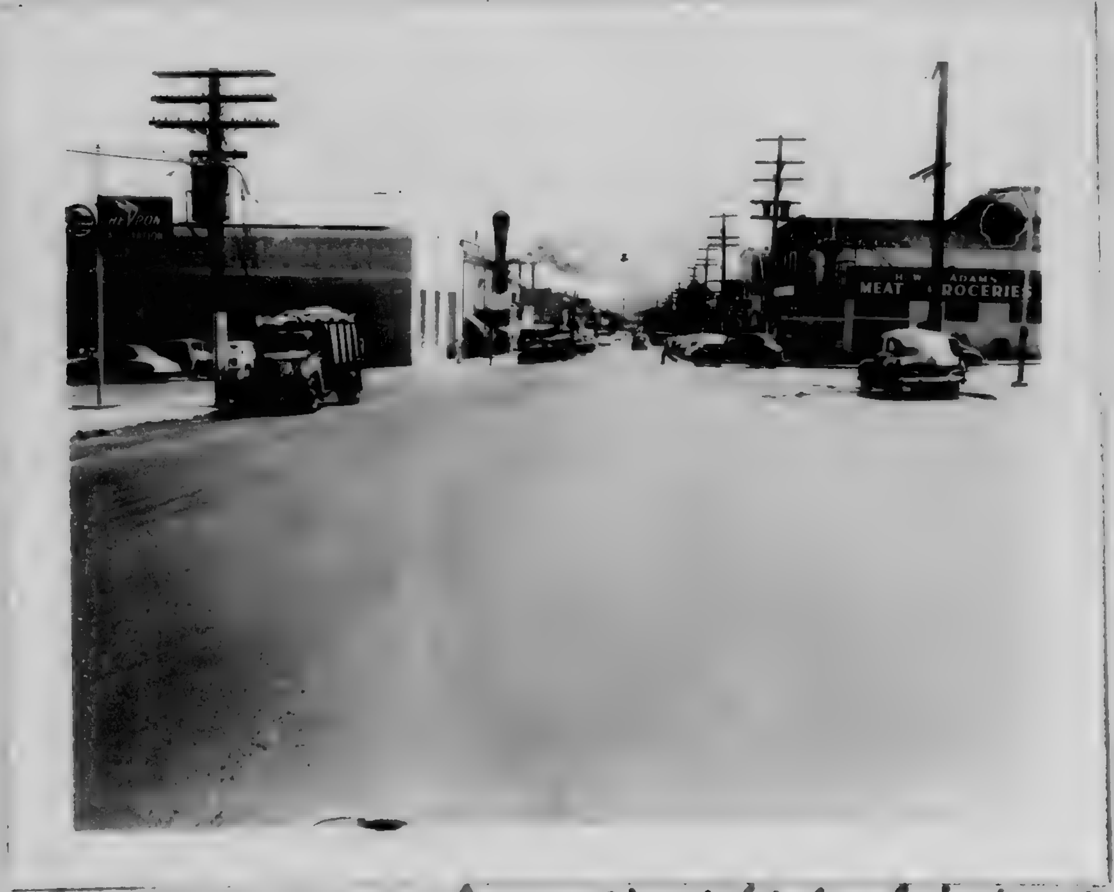
adjust
9 - Valve boxes
5 ✱ 8 - Man hole
4 Catch basin

St. Helens

8-3-50

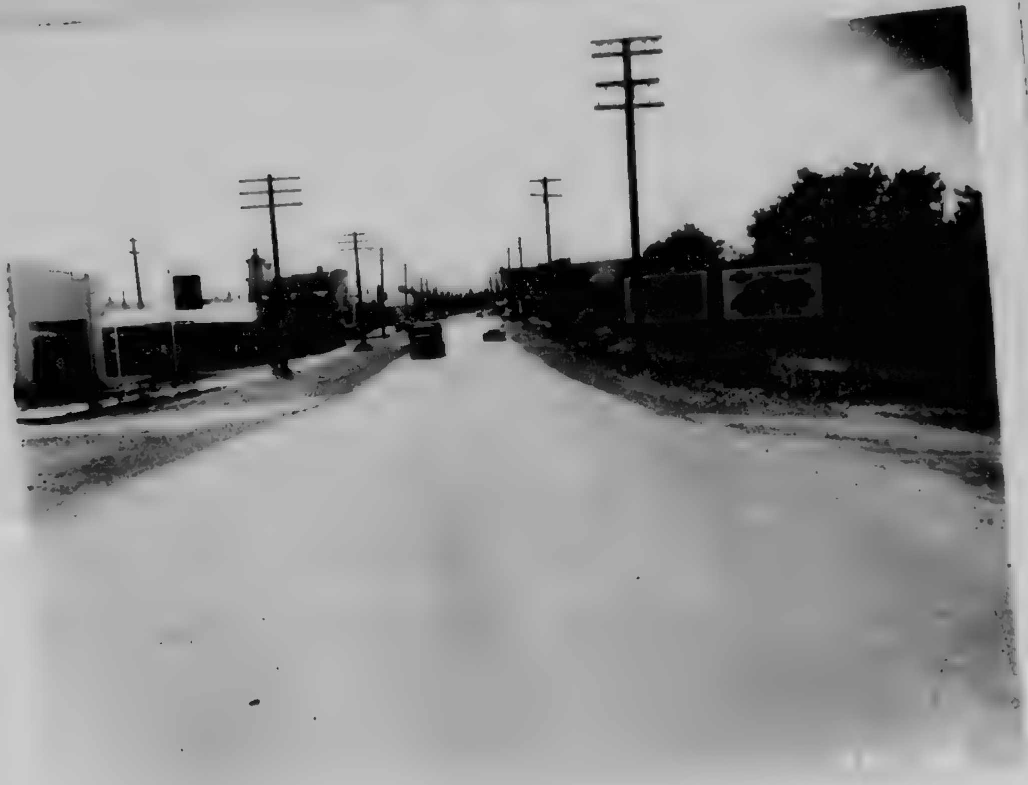


First Street from Columbia Blvd looking Southerly 8-3-50

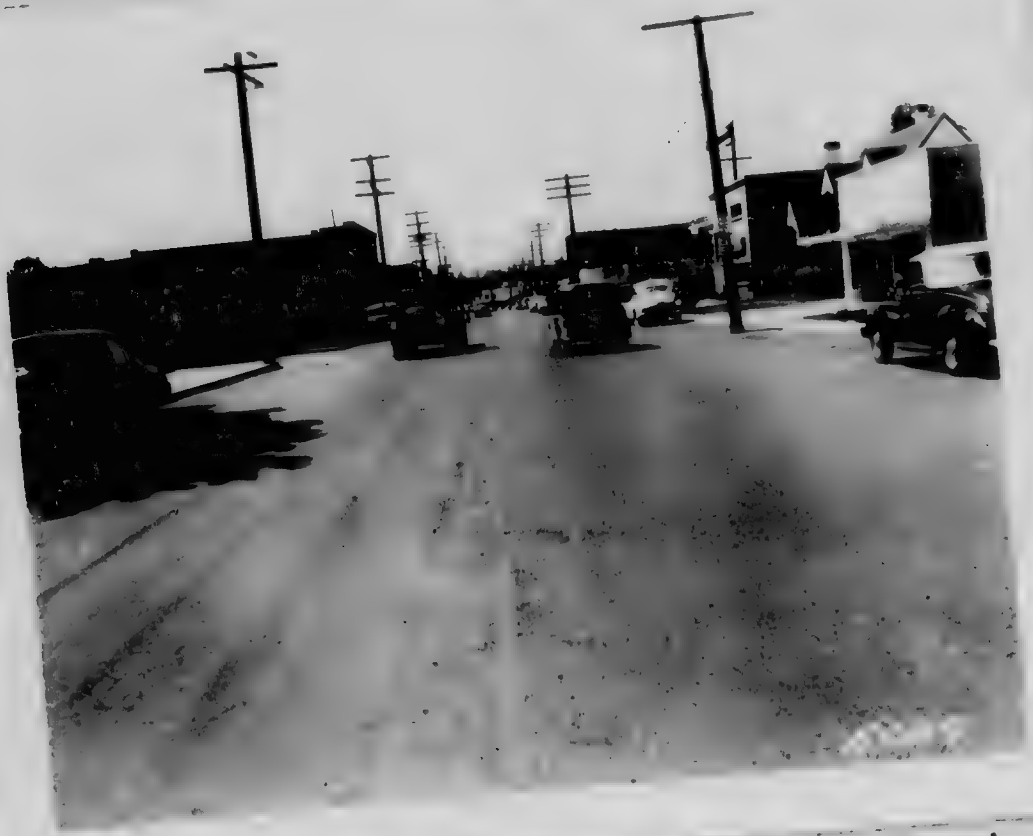

ADAMS
MEAT
ROCERIES

Columbia Blvd from First St looking west 8-3-50

St. Helens
8-3-50



Columbia Blvd. from 11th looking S. W.
8-3-50



Columbia Blvd from 19th looking N. W.
8-3-50

1

S-135(1) Gilbert R.-Sauvie Island Rd. 1953
& Reeder Rd.-Willamette R. Secs.,
#3955 Reeder & Gillihan Co. Rds.

S-135(1) Gilbert R.-Sauvie Island Rd. 1953
& Reeder Rd.-Willamette R. Secs.,
#3955 Reeder & Gillihan Co. Rds.

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 15, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3955	3-final	PARKER-SCHRAM CO

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20297	R-78484	$ 4,940.97	10/15/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A.A. Wicklander
ACCOUNTING DIVISION

Specified completion Date: **Aug. 31, 1953**

Time Extensions: **None**

Completion Date: **Aug. 31, 1953**

Date Accepted: **Sep. 24, 1953**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **10-16-53**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query

Warrant Mailed:

A.A. Wicklander

10-19-53

RECEIVED
OCT 1953
FOR FILING

October 7, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State highway contract No. 3955, for work performed on the Gilbert River–Sauvie Island Road & Reeder Road–Willamette River Section in Multnomah County was completed by the contractor, Parker-Schram Co., on August 31, 1953 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $4,940.97 will be released to the contractor on or after October 17, 1953. The total contract amount is $164,699.05 of which amount $88.03 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FB

cc – Glens Falls Indemnity Co.
Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

10-7-53

CPR8 C01

Form PR 2 (Revised 1950)

S-135(1)

3955

Federal Aid Secondary

State Oregon

Project No. S-135(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of April, 1953, a program, which was approved on the 1st day of May, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 1st day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eight thousand, nine hundred and 00/100 dollars ($108,900.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Multnomah County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the SE 1/4, Section 17, T-2-N, R-1-W, W.M. and survey station 119+00 in the SE 1/4, Section 22, T-2-N, R-1-W, W.M., except station 56+22 in the SW 1/4, Section 9, T-2-N, R-1-W, W.M. to station 366+24 in the SW 1/4, Section 35, T-3-N, R-1-W, W.M., , length 5.741 miles, in Multnomah County, being Oregon Federal Aid / Secondary project No. S-135(1), consisting of 5.741 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~total length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eight thousand, nine hundred and 00/100 dollars ($108,900.00), which does not exceed the authorized Federal pro rata share of one hundred seventy-five thousand six hundred eighty-nine and 80/100 dollars ($175,689.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M. K. McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-4

RECEIVED
SEP 28 1953
DIVISION 8

SEP 25 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-135 (1)

GILBERT RIVER-SAUVIE ISLAND ROAD AND REEDER ROAD-WILLAMETTE RIVER SECTIONS OF REEDER AND GILLIHAN ROADS IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 6201
Roadway (Reeder Road Sta. 0+00 to Sta. 56+22) (Gillihan Road Sta. 366+24 to Sta. 119+00) (Contract No. 3252)

4.68	miles	Roadbed Widening	$1,250.00	$ 5,850.00
19,000	cu. yds.	2½" - 0 Material in Base	2.95	56,050.00
4,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.55	15,620.00
600	M-gal.	Sprinkling	2.50	1,500.00
550	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,200.00
90	tons	RC-3 Asphalt in Binder Course	40.00	3,600.00
11,300	tons	Class "B" Asphaltic Concrete	6.36	71,868.00
60	tons	RS-1 Emulsified Asphalt in Pavement Seal	32.00	1,920.00
370	cu. yds.	Aggregate in Pavement Seal	3.00	1,110.00
			Subtotal	$159,718.00
			10% Engr. & Cont.	15,971.80
			Total	$175,689.80

Length of Roadway 5.741 Miles
Cost per Mile $30,602.64

Federal Funds- -	$108,900.00
State Funds- -	33,394.90
County Funds -	33,394.90
	$175,689.80

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-135 (1)

GILBERT RIVER-SAUVIE ISLAND ROAD AND
REEDER ROAD-WILLAMETTE RIVER SECTIONS
OF REEDER AND GILLIHAN ROADS IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1953

Type Code 6201
Roadway (Reeder Road Sta. 0+00 to Sta. 56+22) (Gillihan Road Sta. 366+24 to Sta. 119+00)

4.68	miles	Roadbed Widening	$450.00	$ 2,106.00
19,000	cu. yds.	2½" - 0 Material in Base	2.65	50,350.00
4,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.75	16,500.00
600	M-gals.	Sprinkling	2.50	1,500.00
550	cu. yds.	3/4" - 0 Material in Binder Course	4.50	2,475.00
90	tons	RC-3 Asphalt in Binder Course	42.00	3,780.00
11,300	tons	Class "B" Asphaltic Concrete	7.25	81,925.00
60	tons	RS-1 Emulsified Asphalt in Pavement Seal	43.00	2,580.00
370	cu. yds.	Aggregate in Pavement Seal	6.00	2,220.00
			Subtotal	$163,436.00
			10% Engr. & Cont.	16,343.60
			Total	$179,779.60

Length of Roadway	5.741 miles
Cost per Mile	$31,315.03

Federal Funds- -	$111,400.00
State Funds- -	34,189.80
County Funds -	34,189.80
	$179,779.60

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Gilbert River-Sauvie Island Road
Section Reeder Road-Willamette River
Highway Reeder and Gillihan Roads
Contractor Parker-Schram
Date of contract June 2, 1953
Date work started July 7, 1953
Amount of contract $166,905.31

For Week Ending September 18, 1953
Kind of work Grading and Paving
Section prefix 526-1029
Contract number 3955
Date of completion August 31, 1953
Estimated date of completion August 31, 1953
Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $164,699.05
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date $5,000, 39 %
Date project was completed August 31, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Submitted semi-final estimate to division office
Monday, September 14, 1953

NOTED
H. G. SMITH

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
SEP 22 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed James Don
Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project Unit A Unit B	4.68	4.68			1.06 4.68
Miles partially completed Unit A Unit B	4.68	4.68		–	1.06 4.68
Miles completed	4.68	4.68			5.74
Total estimated quantities	4.68	24,320 C.Y.		150 Tons	11,300 Tons
Estimated quantities moved or placed to date	4.68	26,535 C.Y.		106 Tons	11,011 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
FOR FILING

S-135(1)

3955

September 1, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 31, 1953 on Contract No. 3955, Gilbert River-Sauvie Island Road & Reeder Road-Willamette River Section, in Multnomah County, in connection with Federal Aid Project No. S-135(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:ac

cc: John Cattrall

RECEIVED
FOR FILING

S-135(1)

July 13, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 7, 1953 on Contract No. 3955, Gilbert River-Sauvie Island Road & Reeder Road-Willamette River Section, in Multnomah County, in connection with Federal Aid Project No. S-135 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
JUN 26 1953
FOR FILING

[illegible]

June 24, 1953

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on June 2, 1953 by the State Highway Commission as follows:

Contract No. 3954, for paving on the St. Helens (Columbia Blvd. and S. 1st St.) Section in Columbia County.

Contract No. 3955, for grading and paving on the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections in Multnomah County.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Lloyd Query, Acting Secretary~~

dc
encls.

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1-53
FOR FILING

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1953

SUBJECT:

To:

Mr. S. H. Probert
Office Engineer

NOTED
W. C. WILLIAMS

This is to advise that a deposit in the amount of $35,900 has been received from Multnomah County covering the county's estimated share of the total cost of the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River sections of FAS 644 in Multnomah County. This project is now clear for award of a contract.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM

cc: W. C. Williams

RECEIVED
1953
FOR FILING

June 2, 1953

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

AGENDA
JUN 2 5 1953

Jul agenda

3a-1+

Gentlemen:

The State Highway Commission on May 18th accepted your proposals for the St. Helens Paving Project in Columbia County for the sum of $24,905.00 and the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Grading and Paving Project in Multnomah County for the sum of $159,718.30, and on the same day awarded these contracts to you under Contract Nos. 3954 and 3955 respectively. Contract No. 3954 was awarded subject to concurrence from the City of St. Helens and provisions made by said City for funds for the cost of the project in excess of $15,000. Contract No. 3955 was awarded subject to concurrence from the Bureau of Public Roads and provisions made by Multnomah County for the deposit of $35,950.00. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone conversation with you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

md

cc - W. H. Franzen
H. G. Smith
S. H. Probert
Goldie Lewis
C. W. Head

REFERRED TO
BY SECRETARY

E R.

RECEIVED
FOR FILING
X5
[illegible]
OREGON DISTRICT
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 2, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-135 (1), Gilbert River-Sauvie Island and Reeder Road-Willamette River Sections of the Reeder and Gillihan Roads, to Parker-Schram Company of Portland, Oregon, low bidder in the amount of $159,718.00 at the May 18, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
[illegible]

RECEIVED
JUN 3 - 1953
FOR FILING

S-135(1)

2155

June 2, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence, as of today, in the award of contract for grading and paving work on the Gilbert River-Sauvie Island Road Section of Reeder County Road and on the Reeder Road-Willamette River Section of the Gillihan County Road, in Multnomah County, Project S-135 (1), to the Parker-Schram Co. of Portland, Oregon, on the basis of the bid of $159,718 submitted on May 18, 1953.

All rights of way required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
JUN [illegible] 1953
FOR FILING

[illegible]
[illegible]

f-o. file
5-18-53

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
May 27, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are four fully executed copies and one conformed copy of a maintenance agreement and one finance agreement with Multnomah County covering financing and maintenance of the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections of County Road FAS 644.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each agreement has been sent to the County Court of Multnomah County.

Yours very truly,

Acting Secretary

rn
Attach: 6

AGENDA
MAY 1 8 1953

NOA

FORM E-30 37,500 4-52

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1953

REFERRED TO
Query
By Asst. Chief Engineer

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Enclosed are three copies of a finance agreement covering the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections of County Road FAS 644. Two copies of this agreement have been executed by the proper county officials and are now ready for presentation to the Commission.

Also enclosed are seven copies of a maintenance agreement covering the same project. Please return five either fully executed or certified true copies of this agreement to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

RECEIVED
MAY [illegible] 1953
FOR FILING

S-135(1)

3955

S-135(1)

May 27, 1953

County Court of Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Multnomah County one fully executed copy each of two agreements between the State Highway Commission and Multnomah County covering financing and maintenance of the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections of County Road FAS 644.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 2

RECEIVED
MAY 1953
FOR FILING

S-135(1)

3955

May 20, 1953

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 accepted your bid in the amount of $159,718.00 for grading and paving on the Gilbert River-Sauvie Island Road and Reeder Road-Willamette River Sections of County Roads in Multnomah County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorised and instructed to prepare contract and bond forms for execution by you and your surety as soon as concurrence is received from the Bureau of Public Roads and Multnomah County has made provisions for the deposit of $35,950.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction of Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl.
cc: H. G. Smith
S. H. Probert
W. M. Franzwa SIAC

RECEIVED
FOR FILING

OREGON DISTRICT S-135(1)

3955

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 1, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-135(1) Gilbert River-Sauvies Island Road, Reeder Road-Willamette River Section of the Reeder and Gillihan Roads, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions, executed by the Multnomah County Court.

The lack of drainage facilities was brought to the attention of your design section and this office was informed none were required. If, during construction drainage structures are found necessary the cost thereof will be considered ineligible for Federal participation by this office.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED
1953
FOR FILING

S-135(1)

3755

April 23, 1953

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blue print copies of project statement map for the Sauvie Island Loop Section, Project No. FAS-135.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:tp

S-238(3) Joseph-Sheep Cr. Hill Sec., 1953
Little Sheep Cr. Secon. Hwy.
#3956

RECEIVED
JUN 11 1956
FOR FILING

FORM E30—80M—11-55—90224

S-73x/31

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5th, 1956

SUBJECT: Joseph-Sheep Creek Hill

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

In reply to your Assignment #6548, I wish to advise that we have turned over all of the records of the Morrison & Lamping job, Contract #3956, Joseph-Sheep Creek Hill Section, to Lindas at his request. He is perusing the records and having some investigation done, and he advises me that at the moment at least he has all the information necessary from the Construction Department. Therefore, no further action will be taken at this time.

Forrest Cooper
Construction Engineer

FC:AR

RECEIVED
JUN 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: **June 4, 1956** No. 6548 By [illegible]

Description: **Letter of June 1 by Robert L. May to WCW enclosing photocopy of complaint in action served upon Robert Thornton May 31, 1956 (Morrison & Lamping vs. State Highway Comm., Contr. #3956). Joseph-Sheep Creek Hill Section of Little Sheep Creek Hwy.** ✓

Acknowledged by____ Referred to Cooper

__Investigate and report with recommendation
X Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.______
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 6-7-56 Report Received______

EG E HIGHWAY DEPARTMENT
RTMENT CORRESPONDENCE

alem, Oregon
une 1, 1956

NO
W. C. WILLIAMS

SUBJECT: Morrison & Lamping
vs.
State Highway Commission
Contract No. 3956

PLEASE RETURN TO
W. C. WILLIAMS

ewith a photocopy of the complaint in
erved upon Robert Y. Thornton, Attorney
on, on Thursday, May 31, 1956. You will
nds recovery of the sum of $42,987.50 as
the right of way of the Joseph-Sheep
ttle Sheep Creek Highway by irrigation
nance of Contract No. 3956.

your having an investigation of this
ble, since the case was instituted and
arion County we have only 10 days in
the State.

Robert L. May Jr.
ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Enc.
cc - Leonard I. Lindas

RECEIVED
JUN 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—12½M—6-55—66209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
June 1, 1956

SUBJECT: Morrison & Lamping
vs.
State Highway Commission
Contract No. 3956

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

I am enclosing herewith a photocopy of the complaint in the above action which was served upon Robert Y. Thornton, Attorney General of the State of Oregon, on Thursday, May 31, 1956. You will note that the complaint demands recovery of the sum of $42,987.50 as a result of the flooding of the right of way of the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway by irrigation operations during the performance of Contract No. 3956.

I would appreciate your having an investigation of this matter made as soon as possible, since the case was instituted and service of summons made in Marion County we have only 10 days in which to appear in behalf of the State.

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Enc.
cc - Leonard I. Lindas

RECEIVED
JUN 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

IN THE CIRCUIT COURT OF THE STATE OF OREGON

Served on Thornton May 9:20 AM

FOR THE COUNTY OF **MARION**
AT LAW NO. ________

JAMES W. MORRISON and LEONARD L. LAMPING, partners, doing business as Morrison & Lamping,
Plaintiffs

vs.

STATE OF OREGON, by and through its State Highway Commission,
Defendant

SUMMONS

To STATE OF OREGON, by and through its State Highway Commission,
Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this Summons upon you if served within this County; or if served within any other County of this State, then within twenty days from the date of the service of this Summons upon you; or if served outside the State of Oregon but within the United States, then within four weeks from the date of the service of this Summons upon you; or if served outside the United States but within a territory of the United States, then within ten weeks from the date of the service of this Summons upon you; or if served within a foreign country, then within twenty weeks from the date of the service of this Summons upon you; and in the event that the United States of America is the defendant, or one of them, then and in that event said United States of America is hereby required to appear and plead herein within 60 days from the date of service as aforesaid; and if you fail so to answer, for want thereof, the plaintiffs will take judgment for the sum of $42,987.50, with interest thereon at the rate of six per cent per annum from June 23, 1953, until paid, and for plaintiffs' costs and disbursements in this action incurred.

KILKENNY & FABRE
Attorneys at Law
Title Insurance Building
Pendleton, Oregon

RHOTEN, RHOTEN & SPEERSTRA
Attorneys for Plaintiffs
Post Office Address 310 Pioneer Trust Building
Salem, Oregon

STATE OF OREGON, }
County of [illegible] } ss.

I, the undersigned, one of Plaintiffs Attorneys, do hereby certify that I have prepared the foregoing copy of Summons and have carefully compared the same with the original thereof; and that it is a correct transcript therefrom and of the whole thereof.

Salem, Oregon, dated the 29 day of May, 1956

One of Attorneys for Plaintiffs

TO THE SHERIFF SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within Summons, together with a copy of the

Lamping,
Plaintiffs
vs.
SUMMONS

STATE OF OREGON, by and through its
State Highway Commission,
Defendant

To STATE OF OREGON, by and through its State Highway Commission,
Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this Summons upon you, if served within this County; or if served within any other County of this State, then within twenty days from the date of the service of this Summons upon you; or if served outside the State of Oregon but within the United States, then within four weeks from the date of the service of this Summons upon you; or if served outside the United States but within a territory of the United States, then within ten weeks from the date of the service of this Summons upon you; or if served within a foreign country then within twenty weeks from the date of the service of this Summons upon you; and in the event that the United States of America is the defendant, or one of them, then and in that event said United States of America is hereby required to appear and plead herein within 60 days from the date of service upon it; and if you fail so to answer, for want thereof, the plaintiffs will take judgment for the sum of $42,987.50, with interest thereon at the rate of six per cent per annum from June 23, 1953, until paid, and for plaintiffs' costs and disbursements in this action incurred.

KILKENNY & FABRE
Attorneys at Law
Title Insurance Building
Pendleton, Oregon

RHOTEN, RHOTEN & SPEERSTRA
Attorneys for Plaintiffs
Post Office Address 310 Pioneer Trust Building
Salem, Oregon

STATE OF OREGON,
County of [illegible] } ss.

I, the undersigned, one of Plaintiffs Attorneys, do hereby certify that I have prepared the foregoing copy of Summons and have carefully compared the same with the original thereof; and that it is a correct transcript therefrom and of the whole thereof.

Salem, Oregon, dated the 29th day of May, 1956

One of Attorneys for Plaintiffs.

TO THE SHERIFF SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within Summons, together with a copy of the Complaint, upon the Defendant....,

and a copy of the within Summons only upon the other defendant....,

Attorney.... for

No. 5—SUMMONS
Kneeland Printing Company

STATE OF OREGON, } ss.
County of .... Sheriff of .... County, Oregon, do

I, ...

hereby certify that I have served the within Summons within said County and State on the ....

day of ...., 19........, on the within named defendant ....

....

by personally delivering a copy thereof prepared and certified to by ....

Attorney for the plaintiff.. , together with a copy of the Complaint mentioned in the within Summons, prepared and certified to by said Attorney for the Plaintiff .., to .... personally and in person

.... Sheriff of .... County, Oregon.

By .... Deputy.

CLERK'S NO. ....
SHERIFF'S NO. ....
BOOK NO. ....
PAGE ....

IN THE CIRCUIT COURT
OF THE
STATE OF OREGON
FOR THE

County of ....

.... *Plaintiff*

vs

.... *Defendant*

SUMMONS

Clerk

Deputy

Affidavit to be completed when service outside the State of Oregon or within the State of Oregon under Sections 1-904 and 1-914, O. C. L. A., As amended by Chapter 392 O. L. 1951.

STATE OF .... } ss.
County of ....

I, ...

being first duly sworn, on oath, depose and say:

That I am, and at all the times hereinafter mentioned was, over the age of twenty-one years, a resident and inhabitant of said County of ...., State of ...., not a party to, an attorney in, or interested in the above entitled suit or action, and am competent to be a witness therein; and that I am, and at all the times hereinafter mentioned was, in all respects a competent person that on the .... day of ...., 19...... I received the foregoing Summons for service upon .... the defendant.. named therein; that I served the said Summons on the said Defendant.... on the .... day of ...., 19...... within the County of .... and State of .... by then and there personally delivering to and leaving with the said Defendant ...., personally and in person, a copy of said Summons, together with a copy of the Complaint referred to in said Summons, both duly certified to by .... attorney for the Plaintiff.., and that the said person so served by me is the identical person named as .... Defendant.. in the above entitled suit or action.

....

SUBSCRIBED AND SWORN to before me this .... day of ...., 19......

....
Notary Public for ....
My commission expires ....

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

AT LAW

No. ______

JAMES A. MORRISON and
LEONARD L. LAMPING, partners,
doing business as Morrison &
Lamping,

Plaintiffs,

vs.

STATE OF OREGON, by and through
its State Highway Commission,

Defendant.

COMPLAINT

Come now plaintiffs and for this their cause of action against defendant complain and allege:

I.

That during all the times herein mentioned plaintiffs have been and now are partners engaged in business under the firm name and style of Morrison & Lamping.

II.

State Highway Commission is a part of the State Highway Department, a department of the State of Oregon (Section 366.105 ORS.), and is the entity designated by statute (Section 30.320 ORS.) to be named as party in an action against the State of Oregon upon a contract made by said Commission after February 28, 1929, and within the scope of its authority. The acts and things herein complained of against the State of Oregon are the acts and things done or omitted by said State Highway Commission.

III.

On June 5, 1953, plaintiffs and defendant entered into an agreement in writing bearing date of that day wherein and whereby defendant engaged the plaintiffs to furnish certain work and materials and plaintiffs undertook to furnish certain work and materials on the

Joseph-Sheep Creek Hill section of the Little Sheep Creek Highway in Wallowa County, Oregon, said work consisting generally of the following:

(1) Construction of 5.04 miles of highway roadbed, involving approximately 53,000 cubic yards of excavation.

(2) Construction of four reinforced concrete box culverts.

(3) Construction of 5.04 miles of rock base and surfacing, involving approximately 41,200 cubic yards of materials;

(4) Construction of 5.04 miles of asphaltic concrete pavement, involving approximately 12,000 tons of asphaltic concrete.

(5) Performance of such additional and incidental work as is called for by the specifications and plans.

IV.

Said contract was reduced to writing and the writing was prepared and executed in booklet form entitled Specifications and Contract Agreements for State Highway Construction. Said contract was agreed upon following an advertisement for bids, the submission of a bid by the plaintiffs to the defendant and the acceptance of the bid.

V.

In submitting the bid and entering into the contract plaintiffs relied upon the information shown in the form of the Specifications and Contract Agreements for State Highway Construction substantially as shown in the final contract and relied upon the information therein shown relating to the nature and extent of work to be done under the contract.

VI.

In the interval between the advertisement for bids and submission by plaintiffs of their bid for the work the plaintiffs made an examination of the site of the work and informed themselves as to the quantity and quality of materials and the character of the work required to the extent that the facts as to the quantity and quality of materials and the character of the work required could be determined by usual ordinary methods of examination and investigation.

VII.

Defendant directed plaintiffs to enter into performance and in compliance with such direction and in compliance with the contract the plaintiffs did enter into the performance of the contract and moved into the working area heavy machinery and equipment and constructed a rock crusher for supply of the material to the job.

VIII.

Thereafter and beginning about June 23, 1955, landowners in the vicinity of the work commenced and conducted irrigation activities which amounted to a changed condition and which so flooded and inundated the right-of-way that the progress of the work was affected, resulting in the damages and losses hereinafter set forth.

IX.

Said contract provided, among other things, that by inference and direct terms thereof that the defendant would furnish right-of-way on which the work was to be performed. Right-of-way as described in the contract is as follows:

> "Right of Way" - The area provided by the State for use in constructing the work covered by this contract, including the appurtenances thereto. The right of way so designated may be either temporary or permanent."

With reference to right of way said contract further provided in part as follows:

> "Right of Way Delays.
> If, through the failure of the State Highway Commission to acquire rights of way, the contractor sustains loss which could not have been avoided by the judicious handling of forces and plant, there shall be paid to the contractor such amount as the engineer may consider to be a fair and reasonable compensation for such part of the contractor's actual loss as, in the opinion of the engineer, was

> unavoidable and could not have been reduced. In no case, however, shall any compensation be made to cover loss of anticipated profits or indirect losses of any kind and actual loss shall be understood to include no items other than necessary payments for idle time, cost of extra moving of equipment, and cost of longer hauls."

Said contract also provided in part as follows:

> "Changed Conditions.
> Should the contractor encounter, or the engineer discover during the progress of the work, subsurface and/or latent conditions at the site materially differing from those shown on the drawings or indicated in the specifications, or unknown conditions of an unusual nature differing materially from those ordinarily encountered and generally recognized as inhering in work of the character provided for in the plans and specifications, the attention of the engineer shall be called immediately to such conditions before they are disturbed. The engineer shall thereupon promptly investigate the conditions, and if he finds that they do so materially differ, the contract may be modified by the engineer to provide for any increase or decrease of cost and/or difference in time resulting from such conditions."

X.

The circumstances in connection with the right-of-way were such that during the performance of the work by the plaintiffs the aforesaid flooding and inundation of the right-of-way caused the right-of-way in numerous places to be unworkable and incapable of being worked and incapable of permitting construction to be done thereon. Equipment at times could not operate thereon and at other times was impeded in its efficient operation on the right-of-way. The aforesaid circumstances constituted a failure on the part of the defendant to provide and furnish the right-of-way for the work.

XI.

With respect to the changed conditions developing following the execution of the contract, circumstances by which the right-of-way was flooded and inundated constituted an extraordinary condition at the site materially different from the conditions shown on the drawings or indicated on the specifications and said conditions were extraordinary conditions of an unusual nature differing materially from those ordinarily encountered and differing from those generally recognized as inhering in work of the character provided for in the plans and specifications. Said conditions relating to flooding and inundation were conditions not known to the plaintiffs at the execution of the contract but were discovered during the progress of the work. They could not have been discovered by the use of reasonable diligence by the plaintiffs before the commencement of the work.

XII.

Immediately upon discovery of the conditions relating to flood and inundation the plaintiffs called attention of the defendant to such conditions by notice to its authorized representative.

XIII.

By reason of the flooding and by reason of the fact that the aforesaid conditions materially differed from the known conditions and those generally recognized as those inhering in the work, the plaintiffs became and are entitled to an increase in the amounts to be paid them under the contract.

XIV.

The contract was completed on or about June 23, 1953.

XV.

That by reason of the unknown conditions and on account of conditions of an unusual nature differing materially from those ordinarily encountered and generally recognized as inhering in the work plaintiffs incurred greatly increased costs in the performance of the contract and particularly in the grading and in the preparation of the road bed. Said increased costs were and are in accordance with the following schedule:

* Normal costs on total contract plus allowances for normal contingencies	$ 252,977.60
Profit to be added to normal costs and contingencies in accordance with the	15,345.76
Additional costs on total contract occasioned by unexpected and unusual conditions	42,987.50
Total costs and profit	311,310.86
Total Payments	268,323.36
Amount due plaintiff	$ 42,987.50

* Note: As the work progressed the defendant changed the quantities of various items included in the contract; therefore, this schedule is adjusted to include the normal costs on the quantities actually included in the work with the cost unit prices applied to such changed quantities.

XVI.

Plaintiffs have therefor incurred damage and loss by the increased cost occasioned by said unknown conditions and conditions of an unusual nature differing materially from those ordinarily incurred and generally recognized as inhering to the work amounting to $42,987.50, which sum constitutes plaintiffs' loss and damage on account of the matters herein referred to proximately resulting from the matters herein alleged.

XVII.

Plaintiffs have heretofore demanded from defendant payment to plaintiffs of the aforesaid sum and defendant [illegible] refused to pay the same or any part thereof and still refuses to pay the same or any part thereof and there is now due, owing and unpaid to plaintiffs on account thereof the sum of $42,987.50, together with interest thereon at the rate of six per cent per annum from June 23, 1953, until paid.

WHEREFORE, plaintiffs demand judgment against defendant for the sum of $42,987.50, with interest thereon at the rate of six per cent per annum from June 23, 1953, until paid, and for plaintiffs' costs and disbursements in this action incurred.

KILKENNY & FABRE

KILKENNY & FABRE
Pendleton, Oregon

RHOTEN, RHOTEN & SPEERSTRA

RHOTEN, RHOTEN & SPEERSTRA
Salem, Oregon

Attorneys for Plaintiffs

STATE OF OREGON } ss.
County of [illegible]

I, JAMES [illegible] being first duly sworn, say that I am

one of the plaintiffs

in the within entitled [illegible] complaint [illegible] as I verily believe

[illegible]

[illegible] 56

[illegible]

STATE OF OREGON } ss.
County of Marion

[illegible]

Dated [illegible] 56

One of [illegible] Plaintiffs

[illegible] law

[illegible]

In the Court

Rhoten, Rhoten & Speerstra
Pioneer Trust Building
Salem, Oregon
Attorneys for

STATE OF OREGON } ss.
County of Marion

[illegible] that I served the within and foregoing pleading [illegible]

of [illegible] attorney for

by placing a true and correct copy thereof, duly certified to be such by me, as such attorney, in a sealed envelope, postage fully prepaid, and depositing the same in the U.S. Postoffice at Salem, Marion County, Oregon, on the dates stated below. Said attorney resides [illegible]

I certify that I reside and have my office in Salem, Marion County, Oregon.

Dated , 19

Attorney for

FORM E-121 [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUN 1 - 1956
FOR FILING

Mr. Baldock

May 31, 1956

Oregon State Highway Commission

Re: Institution of case of
James W. Morrison, et al.
vs.
State of Oregon, by and
through its State Highway
Commission

Gentlemen:

On May 31, 1956, service of summons and complaint in the above case was made on Mr. Robert Y. Thornton, Attorney General for the State of Oregon. The allegations of the complaint are briefly as follows: On June 5, 1953, the State Highway Commission and the plaintiffs James W. Morrison and Leonard L. Lamping, partners, doing business as Morrison and Lamping, entered into a contract for the construction of the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County, Oregon. It is alleged that in compliance with the terms of the contract and in compliance with the direction of the State Highway Department's engineers, the plaintiffs entered into the performance of the work and moved heavy machinery and equipment into the working area. It is further alleged that on or about June 23, 1953, landowners in the vicinity of the work commenced irrigation activities which so flooded and inundated the right of way that the progress of the work was affected, resulting in substantial damages and loss to the plaintiffs. The plaintiffs demand recovery of the sum of $42,987.50, together with interest thereon at the rate of 6% per annum from June 23, 1953.

The plaintiffs base their action upon two primary grounds. The first of these is that by not taking action to prevent the flooding of the right of way, the State Highway Commission violated its obligations to make the right of way available to the contractor ; secondly, the plaintiffs contend that the flooded condition of the right of way was a "subsurface or latent condition at the site materially differing from those shown on the drawings or indicated in the specifications, or unknown conditions of an unusual nature differing materially from those ordinarily encountered and generally recognized as inhering in work of the character provided for in the plans and specifications".

We had been aware of the plaintiffs' claim for some time, and had rejected the claim after having a rather thorough investigation made of the problem. While it is no doubt true that the irrigation activities of farmers in the area of the highway construction affected the operations of the plaintiffs, still a number of elements appear to be favorable to the State. The Special Provisions, which were made a part of the contract between the Highway Commission and the plaintiffs, specifically provides as follows:

> "As a part of the earthwork to be performed under this contract and to be paid for at the unit prices bid, the contractor shall construct the irrigation ditch changes at the locations and to the cross-sections called for by the plans and to the lines and grades established by the engineer.
>
> "In performing the work, the contractor will be held responsible for all damage to crops. The ditch changes shall be built, in so far as is practicable, during the time the farmers are not using water from the existing ditches. When the irrigation ditch changes are constructed during the irrigation season, they shall be constructed, in so far as practicable, before the existing ditches are closed or destroyed.
>
> "The contractor shall so arrange his work that the flow of water to the land will not be interrupted, and he shall cooperate with the users of the water to the greatest possible extent."

It further appears that some delay in completion of the work was anticipated when the contractual provisions were prepared since the contract provided that the work to be done should be completed not later than July 31, 1954. Actually, the work on the contract was completed on or about June 23, 1953.

We will take such action as is necessary toward the defense of this case, and will keep you advised of any material developments.

Yours very truly,

C. W. ENFIELD
Chief Counsel

RLM:aj
cc - R. H. Baldock
W. C. Williams
H. B. Glaisyer
C. H. Maison
Robert Y. Thornton

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 5, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3956	8-Final	Morrison & Lamping	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8717	R-121823	$ 8,145.44	5/5/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: Nov. 25, 1953

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record outstanding

Remarks:

Date: 5-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
MAR 11 1955
FORM E-30X—50,000—10-54—79494
FOR FILING

1-23-(3)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1955

SUBJECT:

To: Mr. C. W. Enfield
Chief Counsel

NOTED
W. C. WILLIAMS

There has been a controversy over a claim made by the firm of Morrison and Lamping in connection with Contract No. 3956, Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary in Wallowa County. It is my understanding that you have had some commerce with John Kilkenny of Pendleton, who is attorney for the contracting firm. Mr. Kilkenny recently addressed a letter to Division Engineer Parson, copy of which letter is attached. I am also attaching copies of letters from Kilkenny to Commissioner Reynolds dated July 21, 1953 and February 10, 1955, and a letter from Division Engineer Parson to this office commenting on Attorney Kilkenny's letter.

In addition to the above, Morrison and Lamping are also making claims which they quaintly refer to as force account bills 9 and 10 in the amount of $846.50 and $223.33, respectively. Copies of these bills are submitted to you herewith with Parson's comments. Also, I am sending a copy of a letter from our resident engineer, the late M. A. Cameron, which refers to so-called claims 9 and 10. I believe that the matters in controversy are well covered by Parson's letters and I would strongly recommend that all the claims be resisted. I wish to particularly point out the statement in Parson's letter dated February 21, 1955, page 2 - "Anticipating that the contractor would have irrigation problems, we had given him until July 1954 to complete the project; but he elected to fight the farmers and finish the job in 1953". This, to me, is the crux of the whole matter.

In an effort to shed all possible light on the subject, I have secured the late Maurice Cameron's diary from which we have copied pertinent excerpts, a copy of which is attached. It may be of some use to you.

As stated above, it is my recommendation that we resist all of the claims, even to the point of defending them in court, if necessary. The Construction Office will be glad to furnish any factual data that we may secure.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

Encls.
cc: W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 23, 1955

To
Mr. E. G. Smith
Construction Engineer
Salem, Oregon

Dear Mr. Smith:

Enclosed are extra claims labeled 6, 9 and 10 as submitted by Morrison and Lamping on the Contract No. 3956, Joseph Camp Creek job. The contractor dropped the other 8 claims.

We have been holding these claims pending the submission of water damage claim that Mr. Morrison speaks of in his March 12, 1954 letter. We had understood that the contractor might drop these claims when the water damage claim was submitted.

However, under separate letter, we are submitting the water damage claim and since no mention was made of these claims we presume it is in order to submit them without further delay.

Claim No. 9 Mr. Morrison claims, is for experiment rock stabilizing. We do not admit to any experimenting. The base rock was placed and left without proper maintenance and rolling. In fact we had to threaten to close the job down unless the rock on road was taken care of. The contractor was trying to place rock and take care of maintenance with only one blade. I personally gave Mr. Cameron orders at one time that no more rock could be placed until sufficient attention was given to the maintenance of material already on road.

The fact that traffic made the construction difficult and slow as mentioned in Mr. Cameron's letter cannot be denied. However, that is part of the job and we never agreed to keep traffic off the highway.

Claim No. 10 would appear as part of the claim submitted by Kilkenny in his letter for water damage.

We frequently dig out soft spots in most jobs. The contract specifies that an acceptable grade must be constructed and we merely turned down spots that were soft.

It is recommended that Claims 9 and 10 be not allowed, inasmuch as they were both a part of normal construction difficulties.

Very truly yours,

A. F. Parson
Division Engineer

AFP:fd

FORM E 80X—50 [illegible] 10 54 9484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 21, 1955

[illegible]

To: Mr. K. G. Smith
Construction Engineer
Salem, Oregon

Dear Mr. Smith:

Please refer to Joseph - Sheep Creek Section. Morrison Lamping Contract No. 3956.

Herewith letters from Kilkenny and Fabre Attorneys for Morrison and Lamping regarding $25,844.12 loss allegedly caused by irrigation water.

You will find correspondence from this office under date of August 5, 1953, regarding water troubles on this job.

During the Highway Commission's trip up here in July 1953, a discussion was had with Mr. Enfield regarding this water trouble. Mr. Earl Preston was sent up to the job to observe conditions as a result of this discussion. Mr. Preston sent a report on July 27, 1953, to Mr. Enfield, a copy of which was sent to this office. Among other things suggested, photographs were requested. These were submitted to your office. It was also requested in your letter of July 29 that other pertinent information be checked and reported on. The photographs were taken on August 3 showing the cutting of slopes by waste water. Since Mr. Cameron makes no further comments in his diary, either there were no further troubles from water or the contractor quit complaining. Neither Mr. Bickmore nor myself recall any particular trouble after the July flare up. It is my understanding that the cutting of the slopes as shown in the photographs occurred before finishing of slopes had taken place, therefore the slopes were not finished more than once.

It is noted in Mr. Kilkenney's letter that he refers to water coming down our borrow pits for years. This has reference to the irrigation ditch at the east end of the job where along the north side of the highway the irrigation company does have a ditch. This ditch did give the contractor some trouble. This is the ditch that Mr. Preston has reference to when he says there was to be a meeting on July 27 to see what could be done. The results of this meeting according to Mr. Cameron's report was nil. I requested advise on this ditch

OREGON STATE HIGHWAY DEPARTMENT

La Grande, Oregon
February [illegible]

To Mr. W. C. Smith - Cont.

In my August [illegible] letter [illegible] To date, nothing has been done about it. It rests in the same pit in the same location that it has for years. However, this [illegible] affect a very large portion of the contractor's work and he could very easily have worked the rest of his job until irrigation season was over, except for the fact that on the rest of the job, the farmers were flooding him with waste water. I would say that the ditch on the east end of the job was a minor problem.

Mr. Kilkenny states that irrigation ditches were not staked so that water could be taken care of properly. This is not true; ditches were staked when practical to do so. In most instances siphons were necessary and water could not be changed until the siphons were constructed. The siphons were not ready until late July and in some cases, August. By Mr. Kilkenny's own statement, the farmers started turning water on the fields the same time as the contractor started to work. Anticipating that the contractor would have irrigation problems, we had given him until July 1964 to complete the project, but he elected to fight the farmers and finish the job in 1963. I personally believe the contractor was arbitrary in starting a job with fields full of water. I don't see how the contractor could expect to build all the new irrigation ditches, the siphons, and do his grading at the time the irrigation was in full swing. He could not be expected to take care of the waste water until irrigation had been made over to conform to new grades. Irrigation could not be made over until the job was started and the job was started at the same time as the irrigation started.

It looks like a stalemate.

My recommendation would be that we do not try to compensate the contractor for a mistake in his judgement and improper processing of his work.

Mr. Cameron's diary is enclosed for your information.

Very truly yours,

L. F. [illegible]
District Engineer

JOHN F. KILKENNY
HAROLD A. FABRE

KILKENNY & FABRE
ATTORNEYS AT LAW
[illegible]
PENDLETON, OREGON

543

February [illegible]

Oregon State Highway Department
La Grande, Oregon

Attention: Mr. Parson, Division [illegible]

Thank you for your [illegible] of February the [illegible].

A copy of my most recent letter to Mr. Reynolds is enclosed.

Sincerely yours,

John F. Kilkenny

John F. Kilkenny

enclosure

2/23
my letter of Feb 9th
was a request for [illegible]
A check was not enclosed
in that letter MP

RECEIVED
[illegible]

JOHN F. KILKENNY
HAROLD A. FABRE

KILKENNY & FABRE
ATTORNEYS AT LAW
TITLE INSURANCE BUILDING
PENDLETON OREGON

COPY

This is a copy of our letter in a matter in which you are interested.

543

February 10, 1955

Mr. Charles H. Reynolds
State Highway Commission
Box 898
La Grande, Oregon

Dear Charles:

Re: Morrison & Lamping

Thank you for your letter of February the 8th. It is our position that the contract specifically provided for a right-of-way on which the contractors were to work and secure their materials to build the roadbed. By permitting this right-of-way to be flooded the highway commission, under our theory, failed to provide the right-of-way which it was required to provide in the contract. I am forwarding a copy of this letter to your Mr. Parson.

With regards, I remain,

Sincerely yours,

John F. Kilkenny

John F. Kilkenny

RECEIVED
FEB 11 1955

JOHN F. [illegible]
[illegible] A. FABER

[illegible]

[illegible]

Dear Mr. [illegible]:

[illegible]

[illegible]

[illegible]

RECEIVED

[illegible]
JOHN F. [illegible]
HAROLD A. FABRE
PEN[illegible]

543

[illegible] [illegible], 19[illegible]

RECEIVED
[illegible]
DIVISION OFFICE
LA GRANDE

Oregon State Highway Commission
La Grande, Oregon

Attention: Mr. [illegible]

Re: [illegible]

When you were in our office [illegible] you asked that we [illegible] ture and extent of [illegible] be placed [illegible]

In [illegible] Highway Commission was informed [illegible] were of the many [illegible] ac- having [illegible] dressed to Mr. [illegible] a great many of the prob- lems involved. [illegible] Exhibit A.

When [illegible] that the right of way [illegible] of construction. [illegible] lem involved, [illegible] problem. We have [illegible] evidence on this point that [illegible] never recognized [illegible] log both the [illegible] and [illegible] work could not [illegible]

It seems [illegible] that the Highway Commission was under [illegible] right of way. Certainly, [illegible] could provide for such a [illegible] finition of "right of way" [illegible] is to be provided by the State for the use of constructing the work cov- ered by the contract. The word [illegible] is also defined [illegible] the materials which were actually [illegible] right of way which we claim was not provided as stipulated.

Your resident engineer [illegible] that the work on this [illegible] be commenced [illegible] of the contract required us to commence construction [illegible] work within [illegible] days after we had [illegible] award of the contract. When we started working we [illegible] that the farmers would start their fill irrigation [illegible] that we [illegible] side of the highway [illegible] highway. [illegible] by reason of [illegible] right of way [illegible] not be worked. [illegible] the right of way [illegible] From [illegible] farmers [illegible] pelled to [illegible] tempt to avoid [illegible] water [illegible] pouring [illegible] farmers [illegible] new ditches [illegible] highway were [illegible] the farmers [illegible] to [illegible] of water required by the farmers [illegible] had [illegible] ditches.

The farmers started [illegible] through the borrow-pits [illegible] commenced to work. The [illegible] water [illegible] of way, caused [illegible] hired personnel and machinery [illegible] construct new ditches for the farmers [illegible] conveyed in the first instance, [illegible] contract. However, we never [illegible] job was practically completed.

We [illegible] kept a daily diary [illegible] now in your possession [illegible] feel that [illegible] problems faced [illegible] are available [illegible] $25,[illegible].12. [illegible] to furnish us with the right of way [illegible] contract. You will observe that this loss [illegible] profit which we should have made on [illegible].

State Highway Commission

Page - 5 February [illegible], 19[illegible]

We desire to try to settle this matter and in that manner avoid litigation. After you and the members of the Commission have considered the subject, we would be pleased to have a further discussion.

We are forwarding a copy of this letter to Mr. Reynolds.

Sincerely yours,

KILKENNY & FABRE

By John F. Kilkenny

Enclosure

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED

Enterprise Oregon
April 14 1954

To: Mr A. F. Parson
Division Engineer
LaGrande Oregon

Dear Mr Parson

Regards claims #9 and #10 by Harrison & [illegible] contractors
Contract # [illegible] Joseph Sheep Creek Hill.

I believe that contractors Harrison & [illegible]'s claim #9 is legitimate in that, due to extremely heavy traffic namely (logging Trucks) it was next to impossible to key the 3" to 0 rock as planned.
After the base rock was bladed and rolled and before it could be properly keyed a load or two of logs would tear it up, to the extent, that re-processing was necessary. Several attempts were made to process and key half mile stretches, before giving up to shorter distances.
In places too much water was used making it necessary to turn the material for drying.
In the end the contractor had to shorten the distances worked, and cover with key rock, immediatly behind the rollers, to hold the base.
It was also necessary to lay the No. 2 binder in short stretches and immeadiatly behind the 3"-0 material (Base rock)
This method caused delay and additional expense.
The nite shift on Sept. 4 hauled approximately [illegible] C.Y. of 3" to 0 crushed rock to stations [illegible] to 75 that showed an excess of P.I. this was removed and replaced with suitable materials and also caused delay and expense.

Claim # 10 I do not believe should be considered for payment. Some extra work was involved in taking out soft spots after the road bed was completed, and subjected to traffic. These soft spots were caused by irrigation water that flowed from adjoining fields into the roadside ditches, previous to the time the grade was completed.

Mr Bickmore was on the ground most of this time and I believe should be consulted and asked for an opinion.

Very truly yours

Resident Engineer

RECEIVED
APR 15 1954
DIVISION OFFICE
LA GRANDE

MORRISON & LAMPING
GENERAL CONTRACTORS
P. O. BOX 597 TELEPHONE 4362
WALLA WALLA, WASHINGTON

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, PICKETING, BOYCOTTING, OR OTHER LABOR INTERFERENCE OR DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL.

ASPHALT PAVING
GRADING
WATER - SEWERS

December 24, 1953

To: Oregon State Highway Commission
Salem, Oregon

Contract No. 3956
Force Account Bill No. 9

For extra costs incurred in the processing of base rock between Sta. 0 and Sta. 110, due to the States experiment in an attempt to stabalize the base rock instead of keying the base as it was originally designed, and as performed on the balance of the job.

	ITEM	HRS.	RATE	LABOR	MAT'L.	EQUIP.	TOTAL
9/23/53	Cat. 12 Patrol	10½	6.50			68.25	68.25
	Operator (straight time	8	2.65	21.20			21.20
	Operator (overtime)	2½	3.98	9.88			9.88
	10 Ton Rollers (2)	22	4.00			88.00	88.00
	Roller Opr. (St. time)	16	2.55	40.80			40.80
	Roller Opr. (overtime)	6	3.83	22.98			22.98
9/24/53	Cat 12 Patrol	9½	6.50			61.75	61.75
	Operator (St. time)	8	2.65	21.20			21.20
	Operator (overtime)	1½	3.98	5.97			5.97
	10 Ton Rollers (2)	18½	4.00			74.00	74.00
	Roller Opr. (St. time)	16	2.55	40.80			40.80
	Roller Opr. (overtime)	2½	3.83	9.50			9.50
9/25/53	Cat 12 Patrol	9	6.50			58.50	58.50
	Operator (St. time)	8	2.65	21.20			21.20
	Operator (overtime)	1	3.98	3.98			3.98
	10 Ton Roller (1)	9	4.00			36.00	36.00
	Roller Opr. (St. time)	8	2.55	20.40			20.40
	Roller Opr. (overtime)	1	3.83	3.83			3.83
9/26/53	Cat 12 Patrol	5	6.50			32.50	32.50
	Operator (overtime)	5	3.98	19.90			19.90
	10 Ton Roller	5	4.00			20.00	20.00
	Roller Opr. (overtime)	5	3.83	19.15			19.15
9/29/53	Cat 12 Patrol	6	6.50			39.00	39.00
	Operator	6	2.65	15.90			15.90
	Industrial Insurance		.038	10.51			10.51
	Unemployment Insurance		.03	8.30			8.30
	Social Security		.015	4.15			4.15
				299.65		478.00	777.65
	Percentage Allowance, Labor and Payroll taxes (15%)						44.95
	Percentage Allowance, Equipment rentals (5%)						23.90
	Total Force Account Bill No. 9,						$846.50

MORRISON & LAMPING
GENERAL CONTRACTORS
TELEPHONE 4362
P. O. BOX 597
WALLA WALLA, WASHINGTON

ASPHALT PAVING
GRADING
WATER - SEWERS

AGC

S ARE CONTINGENT UPON
KETING, BOYCOTTING, OR
OR INTERFERENCE OR
UNAVOIDABLE OR
ND OUR CONTROL.

December 24, 1953

To: Oregon State Highway Commission
Salem, Oregon

Contract No. 3956
Force Account Bill No. 10

For extra work caused by farmer's waste water softening the grade, necessitating the removal of water soaked areas adjacent to Stations 212, 218, 222 and 223.

	ITEM	HRS.	RATE	LABOR	MAT'L.	EQUIP.	TOTAL
10/25/53	Labor (overtime)	15	3.15	47.25			47.25
	Cat 12 Patrol	5½	6.50			35.75	35.75
	Operator (overtime)	5½	3.98	21.89			21.89
	6 CY Dump Trucks	12	4.00			48.00	48.00
	Drivers (overtime)	12	3.23	38.76			38.76
	Industrial Insurance		.038	4.10			4.10
	Unemployment Insurance		.03	3.24			3.24
	Social Security		.015	1.62			1.62
				116.86		83.75	200.61
	Percentage Allowance:						
	Labor and payroll taxes (15%)						17.53
	Equipment rentals (5%)						4.19
	Total Force Account Bill No. 10,						$222.33

KILKENNY & FABRE
ATTORNEYS AT LAW
[illegible]
PENDLETON, OREGON

JOHN F. KILKENNY
HAROLD A. FABRE

COPY

This is a copy of an letter in a matter in which you are interested.

543

July [illegible], [illegible]

EXHIBIT [illegible]

Mr. Charles Reynolds
State Highway Commission
La Grande, Oregon

Dear Mr. Reynolds:

Re: Morrison & Lamping
Contract No. [illegible]

This letter is in confirmation of our recent conversations in connection with the difficulties of our clients on the Joseph – Sheep Creek [illegible] section of the Little Sheep Creek Highway in Wallowa County.

As previously indicated, my clients Mr. Morrison and Mr. Lamping have found it extremely difficult to proceed with the contract is the usual and customary manner of the farmers, owning the adjacent and contiguous lands, have [illegible] to irrigate their lands as a result of which the right-of-way for the highway is so soft and boggy that it is absolutely impossible to use the necessary machinery thereon. My clients equipment has [illegible]. Your engineers are fully acquainted with the problem. I have instructed my clients to take pictures of this water problem from time to time, and, if there is any question in your mind as to the condition which exists, we shall be glad to furnish you with prints of these pictures.

The special representative which you sent to investigate arrived on Friday, July [illegible]th, and spent a very short time with Mr. Lamping and then said that he realized the difficulty of the problem but did not know what he could do about it. As I read your contract, and the authorities which seem in point, it is the duty of the highway commission to turn the right of way over to the contractors so that the contractor may proceed with the work in an orderly and expeditious manner. I do not believe that it is my clients' obligation to attempt to bring injunction suits against these farmers. We are faced with the immediate problem of a second contract for crushed rock and if we do not have the roadbed ready, it will mean stock-piling this rock and going to the extra heavy expense of removing the rock from the stock pile. In other words, if the present condition continues until September 1 or September 15, we will be faced with a tremendous amount of expense which was never contemplated under the contract.

JOHN P. KILKENNY
HAROLD A. FABRE

KILKENNY & FABRE
ATTORNEYS AT LAW
TITLE INSURANCE BUILDING
PENDLETON, OREGON

COPY

This is a copy of our letter in a matter in which you are interested!

Mr. Charles Reynolds

July [illegible], 19[illegible]

As mentioned over the telephone, I believe that this is a matter which should be worked out in advance and that your commission should give someone authority to [illegible] a solution of the problem with our clients.

I am forwarding a copy of this letter to the Commission in Salem.

With regards, I remain,

Sincerely yours,

John P. Kilkenny

7/16/53: Cameron & Parson Little Sheep A.M. New flood water comes onto right of way at [illegible] Sta. 200+. Water coming from south along right of way [illegible] over at intersection. Mann explained to Parson [illegible] and portion of ditch on his property. Contractor [illegible] out at box culvert. Exc. full. Estes has not attempted to irrigate wheat north of highway between Sta. [illegible] and [illegible] [illegible] put water on any of this area.

7/17/53: Bickmore out P.M. Talked to [illegible] about delays on work caused by water. Talked to [illegible] about irrigation. Contractor [illegible] [illegible].

Lamping had photographer [illegible] taking pictures.

[illegible] and I stopped at [illegible] being poured.

7/[illegible]: [illegible] water [illegible] A.M. on [illegible] Sta. [illegible]. Contractor will build temp. [illegible] today.

Permission [illegible]

[illegible]

7/21/53: [illegible] fill and [illegible] from Sta. [illegible]. Inference [illegible] on ground. [illegible] At 10:30 A.M. ground was broken. [illegible] A.M. Estes observed and [illegible] grade stakes [illegible]. Estes later told Lamping that he had not given permission.
By Lamping to [illegible].

Estes informed Lamping that he was going to sue [illegible] for not re-establishing water system.

Lamping [illegible] off to [illegible] farmers [illegible] etc. and was going to [illegible].

7/22/53: Estes ditch built north of highway Sta. 165 to 168. Estes today [illegible] the same type of ditch from Sta. 169+50 to Sta. [illegible].

Cameron over ground with [illegible] & Lamping. Everything seems to be in order. No complaints from contractor.

7/23/53: Estes not trying to irrigate around Sta. 185 to 205. Estes irrigating clover north of new ditch.

7/24/53: Bickmore and Preston (Legal Dept.) on Sheep Creek irrigation.

Estes ditch from [illegible] to 168 carrying water without leak from end to end. Estes [illegible] yesterday but unhappy today. Believe he hoped ditch would fail. Bickmore, Preston and Lamping believe he has better control of water now than before.

Bickmore in favor of [illegible] pipe agreement with Morrison Lamping.

Estes fence O.K. [illegible] Sta. 149+5[illegible] Estes irrigating clover [illegible] of new ditch.

7/27/53: Lorree [illegible] forms [illegible] on [illegible] property on his own. Lorree removed signs from structure [illegible] remove forms by order of property owner.

Water running in new ditch [illegible] of highway on Estes property Sta. 156 to 168. Ditch in good shape and land getting water.

Met with Wallace [illegible] at Al Joseph's [illegible] P.M. They will feel out [illegible] right of way for ditches.

7/28/53: Pipes - Little Sheep.

7/29/53: Little Sheep [illegible].

7/30/53: Little Sheep irr. ditches.

7/31/53: Ditches Little Sheep.

8/7/53: Newport moving into [illegible] Sheep Creek [illegible].

8/10/53: Called Bickmore [illegible] help. [illegible] special borrow.

8/11/53: Called [illegible] help. [illegible] special borrow.

Lorree poured floor of box [illegible]. [illegible] cu. yd.

12" pipe extended 12' each [illegible] Creek Hill.

8/17/53: Left instructions to build irr. ditch at Sta. [illegible].

8/19/53: Lorree poured box Sta. [illegible] cu. yd.

8/20/53. Lorree poured 17½ cu. yd. [illegible] Sta. [illegible] box culvert.

8/21/53: Lorree building [illegible] for box Sta. [illegible].

8/25/53: Lorree poured floor of box Sta. [illegible].

8/27/53: Pooler demanded small irr. ditch be constructed from Sta. 30 to Sta. 32. Some evidence of old ditch but has not been used for years. Ditch to irr. pasture from Sta. [illegible] to barn at Sta. [illegible].

8/28/53: Chas. Willis crew removed fence from Sta. 30 to Sta. [illegible] so that dirt could be moved and ditch constructed. Notified Pool that he must build his own headgate and drop for ditch in question.

8/29/53: Loree poured conc. box [illegible] walls and deck.

8/31/53: Loree building forms triple box.

9/2/53: Loree stripped inside forms from box Sta. 205. Covered box at Sta. 134 - inside forms still in place.

9/4/53: Estes wants fence by [illegible] property bought by State. 18 acres.

Bain wants water soon [illegible].

9/10/53: Pete check Loree pour [illegible]. Shut Loree down. No vibrator.

9/16/53: Cameron ordered Morrison and Lamping to put road in shape with more blades for maintenance. Building Bain ditch on [illegible] cu. yd. P.A.

9/18/53: Building Bain ditch. Started to haul from [illegible] 18 acres.

10/1/53: Maintenance crew building [illegible] fence.

10/8/53: Morrison Lamping moved [illegible] on Estes ditch.

10/16/53: Hauled [illegible] loads material [illegible] ditch.

11/3/53: Shaping roadside ditches.

11/12/53: [illegible] checking [illegible] material and Estes ditch truck haul.

11/14/53: Leveling Estes clover [illegible].

Lamping moving out.

11/16/53: Leveling Estes clover field [illegible] hrs. cat and [illegible].

11/25/53: Completed.

RECEIVED
FORM E-123 50M REVISED 2-5
MAR 7 1955

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 4, 1955

NOTED
W. C. WILLIAMS

Mr. Rex Payne
Joseph, Oregon

File 19848-Payne
Joseph-Sheep Creek Hill Section
Little Sheep Creek Highway

Dear Mr. Payne:

Regarding your claim for dirt removed from that section of the right of way sold by you to the State of Oregon in the Spring of 1953, the State must repudiate any responsibility therefor.

This land was purchased from you, reserving to you the right, but not the exclusive right, to enter upon the premises to remove dirt and materials subject to the conditions stated in the deed. The State has not made any efforts to restrict you in the rights granted under the reservation clause.

The State is not authorized to pay you for dirt and material removed therefrom on its own behalf, as your reservation was not an exclusive one.

Very truly yours,

C. W. ENFIELD

By
JAMES B. DANIELS
Assistant Attorney

JBD:mb

cc: Mr. W. C. Williams ✓
Mr. A. F. Parson
Mr. Forrest Cooper

RECEIVED
FEB 28 1955
FOR FILING

FORM E-30X—90,000—10-54—29484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1955

SUBJECT: File 19848 - Payne
Joseph-Sheep Creek Hill Section
Little Sheep Creek Highway
Wallowa County

To: Mr. C. W. Enfield
Chief Counsel

W. C. WILLIAMS

I hand to you herewith copies of letters which refer to the claim of Rex Payne of Joseph, Oregon for royalty on dirt taken from our right of way on the Wallowa Lake Highway. The area in question was bought from Mr. Payne in the spring of 1953 with the odd-ball clause quoted in Chidsey's letter.

Will you please write Mr. Payne a letter telling him "no soap" on the royalty payment with copies to this office, Williams and Parsen.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

Encl.

cc: W. C. Williams

R.H. Baldock.

S-238 (3)

NOTED
way Engineer

November 30, 1954

Joseph-Sheep Creek Hill
Contract #3956

FINAL COST ANALYSIS
Grading and Paving
Morrison & Lamping, Contractors
M. A. Cameron, Resident Engineer

Little Sheep Creek Highway
Prefix 132-1015

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$1,800.00	All $	1,584.54 $	1,800.00
Struc. Excav., Unclass.	1,900.21	Cu. Yd.	2.70 $	2.223	4,225.08	5,130.57
Trench Excav., Unclass.	1,093.95	" "	1.75	1.513	1,655.71	1,914.41
General Excav., Unclass.	66,289.3	" "	.27	0.785	52,052.87	17,898.11
Short Overhaul	171,521.4	Yd. Sta.	.015	0.043	7,473.64	2,572.82
Long Overhaul	4,612.4	C-Yd. Sta.	.45	1.307	6,031.36	2,075.58
Finish Roadbed & Slopes	5.04	Mile	500.00	489.740	2,468.29	2,520.00
12" Corr. Metal Pipe	337.	Lin. Ft.	3.00	2.704	911.29	1,011.00
18" Corr. Metal Pipe	584.	" "	5.00	3.992	2,331.75	2,920.00
24" Corr. Metal Pipe	352.	" "	5.60	5.291	1,862.60	1,971.20
36" Corr. Metal Pipe	116.	" "	10.00	9.637	1,117.91	1,160.00
18" Concrete Pipe	257.	" "	5.00	3.386	870.20	1,285.00
36" Arch-type Corr. Metal Pipe	138.	" "	9.00	8.215	1,133.72	1,242.00
18" Corr. Metal Siphon Pipe	296.	" "	6.00	5.547	1,642.09	1,776.00
24" Corr. Metal Siphon Pipe	138.	" "	7.50	6.566	906.24	1,035.00
30" Corr. Metal Siphon Pipe	146.	" "	9.50	9.351	1,365.31	1,387.00
36" Corr. Metal Siphon Pipe	642.	" "	12.00	11.951	7,672.95	7,704.00
* Concrete end Basins	86.66	Cu. Yd.	70.00	70.00	6,066.20	6,066.20
Salv. Culvert Pipe	114.	Lin. Ft.	1.50	1.124	128.23	171.00
* Class "A" Concrete	156.682	Cu. Yd.	65.00	65.00	10,379.33	10,379.33
* Metal Reinforcement	22,975.	Lb.	.12	.12	2,757.00	2,757.00
Removal of Old Bridge and Provide for Traffic	100%	All	450.00	449.95	449.95	450.00
3"-0 Rock in Base	36,707.	Cu. Yd.	2.00	1.707	62,668.08	73,414.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Rock in Base	7,325	Cu. Yd.	$ 2.70	$ 2.007	$ 14,706.11	$ 19,777.50
Sprinkling	2,408.25	M/Gal.	2.00	1.860	4,479.36	4,816.50
3/4"-0 Rock in Binder Course	650.	Cu. Yd.	3.50	3.476	2,259.62	2,275.00
MC-2 Asphalt in Binder Course	102.85	Ton	48.00	41.653	4,284.08	4,936.80
Class "B" Asphaltic Concrete	11,689.76	Ton	7.00	6.851	80,090.75	81,823.53
PA #1 Spec. Borrow Pit Run Rock in Place	1,432.	Cu. Yd.	1.00	0.872	1,248.95	1,432.00
PA #2 Agg. for Shldr. Oiling in Stockpile	662.97	Cu. Yd.	2.35	1.10	729.28	1,557.98
PA #3 12" Uncoated Corr. Metal Culvert Pipe	152.	Lin. Ft.	2.68	2.604	395.82	407.36
PA #3 18" Uncoated Corr. Metal Culvert Pipe	208.	" "	4.48	4.019	836.13	931.84
PA #3 12" Concrete Culvert Pipe	60.	" "	2.00	1.950	117.03	120.00
* PA #4 Cement Adj. in Favor of Contractor	46.51	Bbl.	5.40	5.40	251.15	251.15
PA #5 Purchase excess 18" Concrete Pipe	3.	Lin. Ft.	2.25	2.25	6.75	6.75
PA #5 Purchase excess 24" Corr. Metal Pipe	80.	" "	4.33	4.33	346.40	346.40
PA #5 Purchase excess 24" Corr. Metal Siphon Pipe	21.	" "	6.03	6.03	126.63	126.63
PA #5 Purchase excess 36" Arch-type Corr. Metal Pipe	18.	" "	5.86	5.86	105.48	105.48
PA #5 Purchase excess 36" Corr. Metal Siphon Pipe	66.	" "	10.64	10.64	702.24	702.24
PA #5 Purchase excess 18" Bands	2.	Each	3.03	3.03	6.06	6.06
PA #5 Purchase excess 18" Bands Uncoated	4.	"	2.29	2.29	9.16	9.16
PA #5 Purchase excess 36" Bands	1.	"	8.06	8.06	8.06	8.06
PA #6 12" 45° ells	2.	"	21.35	21.35	42.70	42.70
					$288,506.11	$268,323.36

* Subcontracted to Lorree Building Service at contract bid prices.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Rock in Base	7,325	Cu. Yd.	$ 2.70	$ 2.007	$ 14,706.11	$ 19,777.50
Sprinkling	2,408.25	M/Gal.	2.00	1.860	4,479.36	4,816.50
3/4"-0 Rock in Binder Course	650.	Cu. Yd.	3.50	3.476	2,259.62	2,275.00
MC-2 Asphalt in Binder Course	102.85	Ton	48.00	41.653	4,284.08	4,936.80
Class "B" Asphaltic Concrete	11,689.76	Ton	7.00	6.851	80,090.75	81,823.53
PA #1 Spec. Borrow Pit Run Rock in Place	1,432.	Cu. Yd.	1.00	0.872	1,248.95	1,432.00
PA #2 Agg. for Shldr. Oiling in Stockpile	662.97	Cu. Yd.	2.35	1.10	729.28	1,557.98
PA #3 12" Uncoated Corr. Metal Culvert Pipe	152.	Lin. Ft.	2.68	2.604	395.82	407.36
PA #3 18" Uncoated Corr. Metal Culvert Pipe	208.	" "	4.48	4.019	836.13	931.84
PA #3 12" Concrete Culvert Pipe	60.	" "	2.00	1.950	117.03	120.00
* PA #4 Cement Adj. in Favor of Contractor	46.51	Bbl.	5.40	5.40	251.15	251.15
PA #5 Purchase excess 18" Concrete Pipe	3.	Lin. Ft.	2.25	2.25	6.75	6.75
PA #5 Purchase excess 24" Corr. Metal Pipe	80.	" "	4.33	4.33	346.40	346.40
PA #5 Purchase excess 24" Corr. Metal Siphon Pipe	21.	" "	6.03	6.03	126.63	126.63
PA #5 Purchase excess 36" Arch-type Corr. Metal Pipe	18.	" "	5.86	5.86	105.48	105.48
PA #5 Purchase excess 36" Corr. Metal Siphon Pipe	66.	" "	10.64	10.64	702.24	702.24
PA #5 Purchase excess 18" Bands	2.	Each	3.03	3.03	6.06	6.06
PA #5 Purchase excess 18" Bands Uncoated	4.	"	2.29	2.29	9.16	9.16
PA #5 Purchase excess 36" Bands	1.	"	8.06	8.06	8.06	8.06
PA #6 12" 45° ells	2.	"	21.35	21.35	42.70	42.70
					$288,506.11	$268,323.36

* Subcontracted to Lorree Building Service at contract bid prices.

Total Cost	$288,506.11
Gross Revenue	268,323.36
Net Loss	$ 20,182.75

Net Loss Equals 7.52% of Gross Revenue

Detail of Costs

Morrison & Lamping

Labor:					
Labor & Supervision				$67,858.47	
Labor Insurance				5,845.91	
Equipment Rentals and Miscellaneous Supplies:					$ 73,704.38
Equipment Rental Owned				37,529.64	
Equipment Rental Hired				19,686.20	
Gas, Oil and Grease				14,182.43	
Band				1,940.80	
PL & PD Insurance				849.48	
Small Tools and Miscellaneous Supplies				3,264.26	
Freight and Cartage				8,173.65	
Lumber				230.85	
General Overhead				4,024.85	
Subcontracts				84,862.16	
Materials:					174,744.35
12" Corr. Metal Pipe	337	Ft. at	$ 1.97	663.89	
12" Bands	13	Each "	2.43	31.59	
18" Corr. Metal Pipe	584	Ft. "	2.81	1,641.04	
18" Bands	25	Each "	3.03	75.75	
24" Corr. Metal Pipe	432	Ft. "	4.33	1,870.56	
24" Bands	14	Each "	4.97	69.58	
36" Corr. Metal Pipe	116	Ft. "	8.54	990.64	
36" Bands	3	Each "	8.06	24.18	
18" Concrete Pipe	260	Ft. "	2.25	585.00	
36" Arch-type Corr. Metal Pipe	156	Ft. "	5.86	914.16	
36" Bands	4	Each "	5.86	23.44	
18" Corr. Metal Siphon Pipe	296	Ft. "	4.34	1,284.64	
18" Bands	11	Each "	5.35	58.85	
24" Corr. Metal Siphon Pipe	159	Ft. "	6.03	958.77	
24" Bands	7	Each "	6.03	42.21	
30" Corr. Metal Siphon Pipe	146	Ft. "	7.55	1,102.30	
30" Bands	6	Each "	7.55	45.30	
36" Corr. Metal Siphon Pipe	708	Ft. "	10.64	7,533.12	
36" Bands	27	Each "	10.64	287.28	
12" Uncoated Corr. Metal Pipe	152	Ft. "	1.65	287.28	
12" Bands	2	Each "	1.89	3.78	
18" Uncoated Corr. Metal Pipe	208	Ft. "	2.29	476.32	
18" Bands	12	Each "	2.29	27.48	
12" Concrete Pipe	60	Ft. "	.90	54.00	
12" 45° Ells	2	Each "	21.35	42.70	
85-100 Asphalt	706.15	Tons "	22.50	15,888.42	
MC-2 Asphalt	102.85	Tons "	25.25	2,596.97	
Fuel Oil				2,226.98	
					40,057.38
Total					$288,506.11

Breakdown of Crushing Costs

	Approximate Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	56,270.93	Cu. Yd.	$ 7,531.34	$0.13
Drill and Shoot	"	" "	2,812.72	0.05
Load and Haul to Crusher	"	" "	12,211.00	0.22
Crushing	"	" "	35,672.99	0.63
Stockpiling	"	" "	4,266.92	0.07
				$1.10

Remarks:

This was a Federal Aid Secondary Project calling for construction of 5.04 miles of highway roadbed, and 5.04 miles of Class "B" asphaltic concrete wearing surface. The project was bid May 19, 1953, and was awarded June 5, 1953. Work started June 23, 1953, and was completed November 25, 1953.

The contractor moved in his equipment and started clearing and excavating June 23. The clearing consisted of willow patches scattered throughout the project and were removed very rapidly. A small profit was realized on this item.

Grading operations started June 23 and were completed September 4, 1953. Grading was done with the following owned equipment: Four D-8 Caterpillars and scrapers, 2 D-8 Caterpillars and dozers, 1 3/4-cu. yd. shovel and 1 #12 blade. Hired equipment used were 1 D-8 Caterpillar and dozer, 3 DW-10's and scrapers plus 2 pickups and other equipment used for maintenance. Excavation consisted of dirt and gravel. If the contractor had waited till the irrigation season was over as he was requested to do he would have realized a profit on his excavation, but he elected to continue grading operations and the farmers who did not like the relocation of the highway turned irrigation water onto the section that was to be graded causing the grade to be under water in some places, and the contractor was trying to operate his equipment in mud, which slowed down his production considerably, causing him to suffer a heavy loss on his general excavation.

The concrete work in the culverts and end basins was subcontracted at the unti bid price to Lorree Building Service of La Grande.

The Newport Constuction Company who had the subcontract to furnish crushed rock material on this contract moved in their crusher to the quarry designated by the State located on the northerly side of the highway of Mile Point 5.83. From this quarry approximately 56,270.93 cu. yds. of material was crushed for base, shoulders, oiling, asphaltic concrete and State purchase order. The 3"-0 was crushed and hauled direct to the road during the day, while the night shift stockpiled their crushed material so that the grading contractor would not be held up waiting for material. The other crushed material was stockpiled to be used at a later time.

The paving plant was moved in and set up and the contractor started paving October 9, 1953, and was completed November 7, 1953. The 11,689.076 tons of asphaltic concrete was produced in 180 working hours for an average of 65 tons per hour. 706.15 tons of asphaltic cement was used. With a good bid price on the asphaltic concrete the contractor shows a fair profit on this item.

With the high cost of excavation and poor supervision the contractor sustained a loss on the project.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

EIVED
R FILING

5-23P(3)
3956

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION: Collections Division

November 30, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attn: Mrs. Lewis

Re: Firm No. 92791 - Loree Building Service

Gentlemen:

In our letter of July 27, 1954, we notified you that Melvin C. Loree dba Loree Building Service owed this Commission $62.88 for work he had done under State Highway Contract No. 3956.

Our records show that this balance was paid August 4, 1954.

Very truly yours,

COLLECTIONS DIVISION

H E Osborn

H. E. Osborn
Assistant Commissioner

HEH:mr

NOTED ON CARD
11-30-54

10-25-54, 3(

Final

RECEIVED
OCT 26 1954
FOR FILING

October 25, 1954

Newport Construction Co.
7031 N. E. Halsey Street
Portland 13, Oregon

Attention: Mr. E. L. Nortell

Gentlemen:

Thank you for your letter of October 21 in which you state that your claim against Morrison and Lamping on Contract No. 3956 has been settled satisfactorily.

We will notify the surety and the contractor that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

NOTED ON CARD
10-25-54

H. R. NEWPORT
PRESIDENT-TREASURER

M. R. NEWPORT
VICE-PRESIDENT

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
7031 N. E. HALSEY STREET • PORTLAND 13, OREGON

KENWOOD 7559
KENWOOD 7550

[illegible] 3956

October 21, 1954

Oregon State Highway Comm.
Salem,
Oregon

Attention: Mr. H. B. Glaisyer
Secretary

Gentlemen:

Relative to our letter of September 22nd, your response of September 29, regarding inquiry for placing claim against Morrison & Lamping, we wish to inform you that satisfactory settlement has been made and no further claims will be pressed.

We wish to thank you for the information furnished to us and appreciate your interested cooperation.

Very truly yours,

NEWPORT CONSTRUCTION COMPANY

E. L. Nortell
E. L. Nortell
Ass't. Secretary

ELN:es

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
OCT 25 1954
OREGON
STATE HIGHWAY COMMISSION

10-21-54 [illegible]

Lewis

RECEIVED
OCT 26 1954
FOR FILING

S-[illegible]

[illegible]

October 25, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

We have received a letter from Newport Construction Company in which they write as follows:

"Relative to our letter of September 22nd, your response of September 29, regarding inquiry for placing claim against Morrison & Lamping, we wish to inform you that satisfactory settlement has been made and no further claims will be pressed..."

This claim was filed with our office against Contract No. 3956 awarded to Morrison and Lamping for work on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Morrison & Lamping
Box 597
Walla Walla, Washington

NOTED ON CARD
10-25-54, g

Lewis

RECEIVED
OCT 20 1954
FOR FILING

5-2-51

September 29, 1954

Newport Construction Co.
7031 N. E. Halsey Street
Portland 13, Oregon

Attention: Mr. E. L. Nortell

Gentlemen:

This is in reply to your letter of September 22 in which you state that you have been unable to obtain a satisfactory settlement with Morrison and Lamping for work that your company performed on Contract No. 3956 on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County.

The United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the performance bond for this contract, which bond is given to assure satisfactory completion of the work and payment of all bills incurred in the job.

The contract was completed November 25, 1953, and accepted by the Highway Commission on June 23, 1954. Final payment, however, has not yet been made.

To protect your claim for a period longer than six months following acceptance of the contract, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the necessary procedure.

Will you please give us a more detailed account of your claim, showing what it is for and the amount that is owed. In the meantime, we will notify the surety and the contractor that your claim has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
9-29-54

FAQ:mdm 9-28
Attach.

H. R. NEWPORT
PRESIDENT-TREASURER

M. R. NEWPORT
VICE-PRESIDENT

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
7031 N. E. HALSEY STREET • PORTLAND 13, OREGON

KENWOOD 7559
KENWOOD 7550

September 22, 1954

3956

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

We subcontracted the crushing from Morrison & Lamping on Contract No. 3956, Joseph-Sheep Creek Hill section of the Little Sheep Creek Secondary Highway.

To date we have been unable to obtain a satisfactory settlement conforming with our agreement. Will you kindly advise us procedure for protecting our interests in this work so that we can receive proper compensation before final settlement is made by the State.

Very truly yours,

NEWPORT CONSTRUCTION COMPANY

E. L. Nortell
E. L. Nortell
Ass't. Secretary

ELN:es

RECEIVED
SEP 23 1954
OREGON
STATE HIGHWAY COMMISSION

Lewis D

RECEIVED
OCT 20 1954
FOR FILING

S-238(3)

September 29, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

We have received a letter from Newport Construction Company, 7031 Northeast Halsey Street, Portland 13, in which they state that Morrison and Lamping has not made satisfactory settlement for subcontracting work performed by Newport Construction Company. Their letter states that they subcontracted the crushing from Morrison and Lamping on Contract No. 3956 for grading and paving the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County. To date, they state that they have been unable to obtain a satisfactory settlement conforming with the agreement previously entered into. The amount of their claim is not given.

This information is provided as your company appears as surety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mda 9-28

cc - Morrison & Lamping
Box 597
Walla Walla, Washington

NOTED ON CARD
[illegible]

RECEIVED
OCT 16 1954
FOR FILING

5-238(3)

3126

MORRISON & LAMPING
GENERAL CONTRACTORS
P. O. BOX 597 TELEPHONE 4362
WALLA WALLA, WASHINGTON

ASPHALT PAVING
GRADING
WATER - SEWERS

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, PICKETING, BOYCOTTING, OR OTHER LABOR INTERFERENCE OR DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL.

September 28, 1954

Newport Construction Company
7031 N.E. Halsey Street
Portland 13, Oregon

Gentlemen:

Reference is made to your letter of September 21, 1954 in which you agree to accept our billing in the amount of $460.50 for muck sand on the Island City job.

We are enclosing our check in the amount of $486.31, in full settlement of your account on both the Island City job and the Joseph job. (3956)

Regarding the charge of $784.00 made for power installation, you will recall that the Pacific Power and Light Company orginally quoted $750.00 to install power for the asphalt plant. When we included the crusher, the estimate jumped to $1534.00, and the writer contacted you to see if you wanted to go ahead. You agreed to stand the increased cost, amounting to $784.00. We had to pay $1534.00 in advance in order to get the power installed.

We trust that you will make proper acknowledgements of the settlement of your account.

Yours very truly,

Morrison & Lamping

J.W. Morrison

cc: U.S.F.&G.
Oregon State Highway Commission
K.F. Jacobsen

REFERRED TO
Query — Mrs Lewis
BY SECRETARY

RECEIVED
SEP 30 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVE
AUG 17 1954
FOR FILING

S-23 (3)

[illegible]

Lewis

August 13, 1954

Mr. Edward E. Grant
Attorney at Law
Berland Building
Enterprise, Oregon

Dear Mr. Grant:

This is to acknowledge your letter of August 9th in behalf of Mr. Ray Harris in which you state that he has abandoned his claim against Morrison and Lamping on State Highway Contract No. 3956. The claim as we have it recorded was in the sum of $89.00.

We will advise the contractor and the surety that your letter has been received.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:mdm

NOTED ON CARD

8-18-54 [illegible]

EDWARD E. GRANT
ATTORNEY AT LAW
BERLAND BUILDING
ENTERPRISE, OREGON

August 9, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

I am writing to you at the request of Mr. Ray Harris, Shell Oil Company Jobber, Enterprise, Oregon, who filed a claim against Morrison & Lamping, who hold contract no. 3956 ✓ for grading and paving on the Joseph-Sheep Creek hill section of the Little Sheep Creek Highway in Wallowa County.

Mr. Harris has instructed me to inform you that he is abandoning his claim as a result of pressure brought to bear upon him by Shell Oil Company officials.

Very truly yours,

E E Grant

EEG/fb

RECEIVED
AUG 10 1954
OREGON
STATE HIGHWAY COMMISSION

Lewis

RECEIVED
[illegible]
FOR FILING

S-238(3)
3956

August 13, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

We have a letter from Edward B. Grant, an attorney in Enterprise, who has written to us at the request of Mr. Ray Harris as follows:

". . Mr. Harris has instructed me to inform you that he is abandoning his claim as a result of pressure brought to bear upon him by Shell Oil Company officials."

The claim referred to appears to be the one concerning which you were notified on December 4, 1953, in the amount of $89.00 for truck tires and a tube furnished on State Highway Contract No. 3956 awarded to Morrison and Lamping for work on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County.

We provide this information as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:mdm

cc - Morrison and Lamping
Box 597
Walla Walla, Washington

NOTED ON CARD
8-13-54

RECEIVED
JUL 30 1954
FOR FILING

Lewis

July 29, 1954

State Industrial Accident Commission
Public Service Building

Attention: H. E. Osborn, Assistant Commissioner

Gentlemen:

This is to acknowledge your letter of July 27 in which it is stated that the State Industrial Accident Commission has a claim for contributions in the sum of $62.88 against Melvin C. Loree (Loree Building Service), a subcontractor under Morrison and Lamping on State Highway Contract No. 3956.

This claim will be entered in our records, and we will notify the surety and the contractor that it has been received.

In this morning's mail, we were advised by the Secretary of State that the claim has been filed with that office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

NOTED ON CARD

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION Collections Division

July 27, 1954

3956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $62.88 based on a payroll audit through May 31, 1954, against the bond taken from Massachusetts Bonding Company and surety, Loree Building Service, because of the failure of Mr. Melvin C. Loree, a subcontractor under Morrison and Lamping, to pay the contributions due under State Highway Contract No. 3956, covering the Joseph Creek Hill Project, Wallowa County.

We understand that this contract has now been completed.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. Osborn
Assistant Commissioner

HEH:hg
REGISTERED
cc - Secretary of State
Capitol Building
Salem, Oregon

- Morrison & Lamping
Box 597
Walla Walla, Washington

- Massachusetts Bonding Company
Lumbermens Building
Portland, Oregon

REFERRED TO
BY SECRETARY

RECEIVED
JUL 30 195[illegible]
FOR FILING

[illegible]

3956

July 29, 1954

Hon. Earl T. Newbry
Secretary of State
CAPITOL

Dear Mr. Newbry:

Thank you for your letter of July 28 to which was attached three copies of a claim filed with your office by the State Industrial Accident Commission in the sum of $62.88, against Melvin C. Loree, subcontractor under Morrison and Lamping on State Highway Contract No. 3956. This claim bears your File No. 3458.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

NOTED [illegible]
7-[illegible]

COPY

Collections Division

July 27, 1954

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $62.[illegible] based on a payroll audit through May 31, 1954, against the bond taken from Massachusetts Bonding Company and surety, Loree Building Service, because of the failure of Mr. Melvin C. Loree, a subcontractor under Morrison and Lamping, to pay the contributions due under State Highway Contract No. 3956, covering the Joseph Creek Hill Project, Wallowa County.

We understand that this contract has now been completed.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

[illegible]. [illegible]. OSBORN
[illegible]. [illegible]. Osborn
Assistant Commissioner

[illegible]:h[illegible]
[illegible]

cc - Secretary of State
Capitol Building
Salem, Oregon

- Morrison & Lamping
Box [illegible]97
Walla Walla, Washington

- Massachusetts Bonding Company
Lumbermens Building
Portland, Oregon

ENDORSED
File No. 3458
Filed July 28, 1954

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

July 28, 1954

Mr. [illegible] Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by the State Industrial Accident Commission in the sum of $62.88, against the bond taken from Massachusetts Bonding Company, because of the failure of Mr. Melvin O. Loree, a subcontractor under Morrison and Lamping to pay the contributions due under State Highway Contract No. 2956, covering the Joseph Creek Hill Project, Wallowa County, our file No. 3458.

We are enclosing three copies of the claim for your information and files, together with two carbon copies of letter received with the claim.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk
Records Division

[illegible]
Enc.

RECEIVED
JUL 29 1954
OREGON
STATE HIGHWAY COMMISSION

Lewis

RECEIVED
JUL 3 [illegible]
FOR FILING

July 29, 1954

Mr. George C. Bottoms, Manager
U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the State Industrial Accident Commission against Melvin C. Loree, a subcontractor under Morrison and Lamping on State Highway Contract No. 3956, for work on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County.

The claim is in the sum of $62.88 for contributions due the State Industrial Accident Commission. This information is provided as your Company appears as surety on the performance bond furnished with the contract mentioned.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

cc: Mr. Karl H. Doerre
201 Portland Trust Building
Portland, Oregon

Morrison & Lamping
Box 597
Walla Walla, Washington

NOTED ON CARD

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
308 CENTRAL BUILDING, SEATTLE 4, WASH.

ALBERT O. PRINCE
SUPERINTENDENT

TELEPHONE
MAIN 9104

37(3)

July 20, 1954

Oregon State Highway Commission
Oregon State Highway Department
Salem, Oregon

Reference to our file number
expedites handling of claim

Attention: Mr. H. B. Glaisyer,
Secretary

Re: Morrison and Lamping Contract No. 3956, grading and paving on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County, Oregon.
Our File - 53 S 454

Gentlemen:

We note your letter of July 6th in which you point out that there is a lien on file in connection with the above job amounting to $154.00. We have already had some correspondence on this with our principal. Morrison and Lamping deny any responsibility for this particular lien, stating that it is for gasoline bought by one of the truckers from whom they rented equipment and they do not feel any legal or moral responsibility for the bill and in addition to this, it is not a lienable item under the laws applicable thereto. In other words, this is in the matter of a disputed claim so far as our principal is concerned.

Very truly yours,

HOWARD W. HEDGCOCK
Adjuster

HWH/fd
copy - Morrison and Lamping
Box 597
Walla Walla, Washington

REFERRED TO
BY SECRETARY

F. QUERY

RECEIVED
JUL 21 1954
OREGON
STATE HIGHWAY COMMISSION

Seattle 66 4-54

Lewis

RECEIVED
JUL 14 1954
FOR FILING

3956

July 12, 1954

United States Fidelity and Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms
Manager

Gentlemen:

We have received a letter from Robert V. Chrisman, attorney for John Turnbow in which he writes as follows:

> ". . The insurance company representing Morrison & Lamping paid John Turnbow in full for his claim against them resulting from damages occurring under contract No. 3956 with the State.
>
> "You are hereby requested to withdraw any mention of such claim on the part of John Turnbow. . "

This apparently pertains to a claim filed in our office and concerning Contract No. 3956 for grading and paving the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County. Your office was previously notified of this claim on April 6, 1954.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc- Morrison & Lamping
Box 597
Walla Walla, Washington

D ON CARD

RECEIVED
JUL 1 1954
FOR FILING

3456

Lewis

July 12, 1954

Mr. Robert V. Chrisman
Attorney at Law
Chrisman Office Building
Enterprise, Oregon

Dear Sir:

Thank you for your letter of July 10 informing us that Morrison and Lamping have paid Mr. John Turnbow for his claim against them on Contract No. 3956. Apparently this is the claim for the loss of three cows and a steer plus a $65.00 veterinary bill.

We will notify the surety and the contractor that the claim has been paid.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
7-12-54

ROBERT V. CHRISMAN
ATTORNEY AND COUNSELOR AT LAW
CHRISMAN OFFICE BUILDING
ENTERPRISE, OREGON
TELEPHONE 503

July 10, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Morrison & Lamping Contract
No. 3956

Dear Mr. Glaisyer:

Thank you for your letter of July 8 in this matter.

The insurance company representing Morrison & Lamping paid John Turnbow in full for his claim against them resulting from damages occurring under contract No. 3956 with the State.

You are hereby requested to withdraw any mention of such claim on the part of John Turnbow.

Thanking you for your very fine cooperation in this matter and with my sincere regards, I am

Cordially yours,

Robt V Chrisman

Robert V. Chrisman
Attorney for John Turnbow

RVC:sc

REFERRED TO
BY SECRETARY

RECEIVED
JUL 12 1954
ORE
STATE HI

TED ON CARD
7-10-54

RECEIVED
JUL 14 1954
FOR FILING

[illegible]
3956

July 8, 1954

REFERRED, Query, [illegible]
BY SECRETARY

F. QUERY

Mr. Ray Harris
Shell Jobber
Enterprise, Oregon

Dear Mr. Harris:

You brought to the attention of the State Highway Commission information that you have a claim against Morrison and Lamping who hold Contract No. 3956 with the State for grading and paving on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County.

The Commission does not know the merits of your claim and does not assume any responsibility with respect to its payment; however, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor on or after July 16th.

This notice is given you so that you may take such steps as you may deem best in your best interest.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

NOTED ON CARD

Lewis

RECEIVED
JUL 14 1954
FOR FILING

July 8, 1954

Mr. Robert V. Chrisman
Attorney and Counselor at Law
Chrisman Office Building
Enterprise, Oregon

Dear Sir:

You brought to the attention of the State Highway Commission information that John Turnbow has a claim against Morrison and Lamping who hold Contract No. 3956 with the State for grading and paving on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County.

The Commission does not know the merits of your client's claim and does not assume any responsibility with respect to its payment; however, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor on or after July 16th.

This notice is given you so that you may take such steps as you may deem best in your client's best interest.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

REFERRED TO Geary – Mrs Lewis
BY SECRETARY

MAILED ON DATE
7-8-54

RECEIVED

FOR FILING

July 6, 1954

United States Fidelity and Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms, Manager

Gentlemen:

State Highway Contract No. 3956 for work performed on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County was completed by the contractor, Morrison & Lamping, on November 25, 1953, and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $8,145.44 will be released to the contractor on or after July 16th, providing outstanding claims are satisifed and this office notified. The total contract amount is $268,323.36, and no force account work was performed on the project.

There are claims filed against this project of which you have been previously notified, aggregating $154.00.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

NOTED ON CARD

7-6-54

M.D.

RECEIVED
JUN 23 1954
FOR FILING

S-238(3)

3956

June 21, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 25, 1953 on Contract No. 3956, Joseph-Sheep Creek Hill Section, in Wallowa County in connection with Federal Aid Project No. S-238 (3).

Submission of completion date has been held pending correction of neat line in paving.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DEP:ch

RECEIVED
JUN 8 1954
FOR FILING

June 7, 1954

Mr. Robert V. Chrisman
Attorney at Law
Chrisman Office Building
Enterprise, Oregon

Dear Mr. Chrisman:

State Highway Contract No. 3956, awarded to Morrison and Lamping, for grading and paving the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County was completed November 25, 1953 but to date has not been accepted by the State Highway Commission. The United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the performance bond for this contract.

This is in reply to your letter of June 4, 1954 requesting the above information.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

ROBERT V. CHRISMAN
ATTORNEY AND COUNSELOR AT LAW
CHRISMAN OFFICE BUILDING
ENTERPRISE, OREGON
TELEPHONE 503

June 4, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: John Turnbow v. Morrison & Lamping

Dear Mr. Glaisyer:

Will you please advise me as to whether or not the Joseph-Hayden Gulch section of the Little Sheep Creek Highway let by contract #3956 to Morrison & Lamping has been completed and accepted by the Highway Commission.

I would also like to know the name of the surety on the bond of Morrison & Lamping. And if this work has been accepted by the Commission I would like to know the date it was accepted.

I need this information in order to file a formal claim against the bonding company.

Thanking you, I am

Cordially yours,

Robert V Chrisman

Robert V. Chrisman

RVC:sc

RECEIVED
JUN 7 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
5-238 (3)

3956

4676
5-18

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
May 7, 1954

SUBJECT: Assignment 5018
File No. 19850 - Rex Payne
Joseph-Sheep Creek Hill Section
Wallowa County

To:

Mr. W. C. Williams
Deputy State Highway Engineer
BUILDING

I return herewith the assignment and your correspondence on this matter. We are presenting the same to the Highway Commission at this meeting with the recommendation that Mr. Payne be compensated in the amount of $1,218.00 for a release of all claims.

R L Porter
R. L. PORTER
Right of Way Engineer

RLP:pg

Enclosures

RECEIVED
[illegible] 1954
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPA[illegible]

To:
Mr. W. C. Williams
Deputy State Highway Eng.
O F F I C E

I [illegible] returning [illegible]
with the claim of Rex Payne [illegible]

In investigating [illegible] [illegible] the right of way [illegible] [illegible] [illegible] the field [illegible] [illegible].

I [illegible] [illegible] [illegible] [illegible] [illegible] determination [illegible] the near future. I understand [illegible] that the State has no [illegible] investigation.

Forrest Cooper
Asst. Construction Engineer

[illegible]

Encl.

cc R. L. Porter

ASSIGNMENT

Date: April 21, 1954 No. 5018 By wcw

Description: Letter from Forrest Cooper, 4-20-54, enclosing letter from Rex Payne, Box 212, Joseph, Ore., 11-19-53 re an irrigation ditch matter.

Acknowledged by____ Referred to R.L.Porter

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Please advise me if action is necessary on my part or will Legal Dept. handle?

Executed 5 10 [illegible] Report Received________

FORM E-30 25M 9-51 58315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1954

SUBJECT: Assignment No. 4676
Rex Payne

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

I am returning your Assignment No. 4676 which has to do with the claim of Rex Payne of Joseph re an irrigation ditch matter.

In investigating this matter, it became evident that it was more of a right of way and legal determination and the entire matter has now been handed to Mr. Porter along with the reports from the field and other data.

I would recommend that Mr. Payne be told that the matter is under consideration by our Legal Department and that he will hear from them on the question of liability. Porter tells me that a determination with respect to our liability will be forthcoming in the near future. I understand that at the moment the Legal Department feels that the State has no liability but are making a further investigation.

Forrest Cooper
Ass't. Construction Engineer

FC:jl

Encl.

cc R. L. Porter

[illegible] 19 1953

Dear Sir, Joseph Ore

NOTED
W. C. WILLIAMS

No. 46[illegible]
By [illegible]

ASSIGNMENT

Date: Nov. 23, 1953

Description: Letter from Rex Payne, Box 212, Joseph, Ore., 11--19-53, requesting that two ditches be put in by the hwy. on his property, and an approach road to the field, as they were before the new hwy was put in.

Acknowledged by _____ Referred to **H. G. Smith** ✓

Investigate and report with recommendation
XXXX Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 5-9-54 Report received 4-20-54

Remarks:

[illegible]
[illegible]
a tractor on [illegible] ditch [illegible]
clean the ditch now [illegible] and
[illegible]
must be [illegible]
[illegible]

NOTED
F. QUERY

d the letter
Secretary
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the loss of
nbow's ground

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. HEDGCOCK
Adjuster

lj

cc: Oregon State Highway Department
H. B. Glaisyer, Secretary
Paxton Kent Agency

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

Nov 19 1953

Joseph Ore

Dear Sir,

NOTED
W. C. WILLIAMS

I have a contract with you for land on Highway East of Joseph which calls for two ditches south of East T.H. one along highway [illegible] in the field which was there and an aproach to the field as it was before. The new highway was put in they [illegible] they will not put them in the water came higher [illegible] in this has been some time [illegible] and nothing has been done. The ditches I had was so I could put a tractor on the ditch bank and clean the ditch now the ditch bank is about [illegible] and it must be cleaned out by hand [illegible] is cleaned out [illegible]

NOTED
H. B. GLAISYER

NOTED
F. QUERY

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Adjuster

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NOTED

cc: Oregon State Highway Department
H. B. Glaisyer, Secretary
Paxton Kent Agency

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

CARBON COPY

COMPANY

which must be done every year. This ditch they put in [illegible] which hold water one way and it must carry it [illegible] at times I think this should be taken care of while they are here with their trucks so they can fill in the bank with dirt which I had fixed in before they dug it out.

Yours Truly

[illegible]

[illegible]

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
H. B. GLAISYER

F. Query

NOTED
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. HEDGCOCK
Adjuster

NOTED

cc: Oregon State Highway Department
H. B. Claisyer, Secretary
Paxton Kent Agency

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

CARBON COPY
UNITED STATES FIDELITY AND GUARANTY COMPANY
[illegible] CENTRAL BUILDING

NOTED
H. B. GLAISYER

NOTED
F. QUERY

[illegible]

[illegible] construction and [illegible]
[illegible] 118
Total
[illegible] ~~[illegible]~~ 100
[illegible] 218

[illegible]

RECEIVED
MAR 18 1954
DIVISION OFFICE
LA GRANDE

attached the letter
mission Secretary
of Robert Chrisman
rnbow for the loss of
upon Turnbow's ground

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claim and this matter
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y yours,

. HEDGCOCK
Adjuster

lj

cc: Oregon State Highway Department
H. B. Glaisyer, Secretary
Paxton Kent Agency

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

3734

CARBON COPY
UNITED STATES FIDELITY AND GUARANTY COMPANY
304 CENTRAL BUILDING
SEATTLE 4, WASH.

April 22, 1954

NOTED
F. QUERY

Mr. Jos. A. Boyce
Supt. Claims
U. S. Fidelity and Guaranty Company
201 Portland Trust Building
Portland, Oregon

Re: John Turnbow vs. Morrison and Lamping

Dear Sir:

We note your letter of April 15 to which is attached the letter of April 6 from the Oregon State Highway Commission Secretary in which they state an attorney by the name of Robert Chrisman is presenting a claim on behalf of John Turnbow for the loss of two cows and a steer caused by dumping oil upon Turnbow's ground and the animals eating the oil.

It is true that we have the performance bond on this particular job, but this would not cover a liability claim and this matter should be referred to the insurance company which has the liability insurance for Morrison and Lamping. We have checked in the Seattle office and find we have no coverage here and this particular assured undoubtedly has coverage with another company, and we are making an extra copy of this letter and sending it to the Paxton Kent Agency who represented the assured in writing this particular bond and they may know in what company the liability coverage is carried.

Very truly yours,

HOWARD W. HEDGCOCK
Adjuster

ij

cc: Oregon State Highway Department
H. B. Glaisyer, Secretary
Paxton Kent Agency

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1954

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Reference is made to your letter of April 12th to this Office transmitting a complaint from Robert V. Chrisman, Attorney at Enterprise, on behalf of his client John Turnbow who claimed that some of his stock had died as a result of eating hard oil which they found at a rock crushing site.

This matter was received by the Construction Department from both the Legal Department and from Mr. W. C. Williams on his assignment #5002. Mr. Parson reported to Mr. Cooper on the matter and recommended against any payment and it is my information that the matter is filed as closed at the present time.

Very truly yours,

E. A. Collier
Maintenance Engineer

By: L R Chandler
L. R. Chandler
Assistant Maintenance Engineer

LRC:mr

NOTED
W. W. STIFFLER

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1954

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

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This matter was received by the Construction Department from both the Legal Department and from Mr. W. C. Williams on his assignment #5002. Mr. Parson reported to Mr. Cooper on the matter and recommended against any payment and it is my information that the matter is filed as closed at the present time.

Very truly yours,

E. A. Collier
Maintenance Engineer

By: L R Chandler
L. R. Chandler
Assistant Maintenance Engineer

LRC:mr

NOTED
W. W. STIFFLER

FORM E-30 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1954

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Dear Sir:

In reply to your letter of April 14th, it seems that we received assignment in regard to Mr. John Turnbow's cattle after everyone else and it had been reported before our letter to your Office.

Please disregard this last letter of ours and consider the matter closed as far as this Department is concerned.

Very truly yours,

E. A. Collier
Maintenance Engineer

By:
L. R. Chandler
Assistant Maintenance Engineer

LRC:mr

[illegible]

3956

TELEPHONE: MAIN ~~7772~~

McCOLLISTER & COMPANY
GENERAL AGENTS

300 CENTRAL BUILDING
SEATTLE 4, WASH.

April 13, 1954

Oregon State Highway Department
Salem, Oregon

Re: Morrison and Lamping

Gentlemen:

We wish to acknowledge receipt of your letter of April 8th in connection with the above for Contract No. 3956, grading and paving on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County.

Very truly yours,

McCOLLISTER & COMPANY, INC.

By J C Beeson
J. C. Beeson

/jm

NOTED ON CARD
4-13-54,

RECEIVED
APR 14 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Cross Referenced To:
Adm
Ins
Problem
Turnbow, John

Apr. 15, 1954

Mr. Robert V. Chrisman
Attorney at Law
[illegible] Office Building
Enterprise, Oregon

Contract #3956

Dear Mr. Chrisman:

Your letter of April 6, 1954, has been received, and in accordance with your request therein we are forwarding herewith a copy of the contract as you have requested.

Your attention is called to page 17 of the contract referring to General Provisions. This is the method that the Highway Commission has been using to protect the citizens of Oregon due to the fact that the State itself is not responsible for torts.

If we can be of any further assistance to you, please do not hesitate to call upon us.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
J. B. McADAMS, JR.
Assistant Attorney

[illegible]

ROBERT V. C
ATTORNEY AND
CHRIS
EN
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RECEIVED
APR 8 [illegible]
LEGAL DEPT.

Mr.
Assi
Orego
Salem,

Dear Mr.

Thank
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No. 3956 to Morri
Contract Agreement,
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As soon as I ha
matter up with Morris

RVC:sc

ASSIGNMENT

Date: April 12, 1954 No. 4440 By WCW

Description: Copy of letter of March 17 by Robert V. Chrisman, Attorney, addressed to Mr. Enfield, regarding John Turnbow's loss of cattle, etc. in connection with construction on Little Sheep Creek Secondary Highway

Acknowledged by ______ Referred to Probert ✓

X Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. ______
__ Contact correspondent and report

Remarks: Final payment to contractor should be held pending investigation of this.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-13-54 Report Received ______

[illegible]

Executed ______ Report Received ______

Rema

ROBERT V. CHRISMAN
ATTORNEY AND COUNSELOR AT LAW
CHRISMAN OFFICE BUILDING
ENTERPRISE, OREGON
TELEPHONE 503

RECEIVED
APR 8 1954
LEGAL DEPT.

April 6, 1

Mr. O. E
Assista
Oregon S
Salem, Or

Dear Mr. M

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No. 3956 to Morri
Contract Agreement
offered in your le

As soon as I ha
matter up with Morris

RVC:sc

ASSIGNMENT No. 5002 By wcw

Date: April 14, 1954

Description: Copy of letter by Robert V. Chrisman addressed to Mr. Enfield regarding claim of John Turnbow for loss of cattle, etc. in connection with construction on Little Sheep Creek Second~~xx~~ary Highway ✓

Acknowledged by ____ Referred to Smith

X Investigate and report with recommendation
_ Such action as necessary and report
_ Comment or recommendation
_ Return with rough draft of reply
_ Prepare reply for signature of Mr. ____
_ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Rcd 4-14-54 Legal Dept handling

Executed ✓ ____ Report Received ____

R

ROBERT V. CHRISMAN
ATTORNEY AND COUNSELOR AT LAW
CHRISMAN OFFICE BUILDING
ENTERPRISE, OREGON
TELEPHONE 503

RECEIVED
APR 8 1954
LEGAL DEPT.

April 6, 1954

Mr. O. E. McAdams, Jr.
Assistant Attorney
Oregon State Highway Department
Salem, Oregon

Re: John Turnbow claim

Dear Mr. McAdams:

Thank you for your letter of March 30 concerning the claim of John Turnbow.

As Mr. Turnbow intends to hold in damages the parties responsible for his loss, will you kindly send me a copy of the contract of the highway commission under contract No. 3956 to Morrison & Lamping with "Specifications and Contract Agreements for State Highway Construction" as offered in your letter of March 30.

As soon as I have this information I will take the matter up with Morrison & Lamping.

Cordially yours,

Robert V Chrisman

Robert V. Chrisman

RVC:sc

R

FORM E-90 25M 9-51 83315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1954

SUBJECT:

RECEIVED
APR [illegible] 1954
LEGAL DEPT.

re contract #3956
Read - McA.

To:

Mr. C. W. Enfield
Chief Counsel
OFFICE

Attention: Mr. O. E. McAdams, Jr.

I am attaching a copy of a letter from Division Engineer Parson re the complaint of John Turnbow, through his attorney, Robert Chrisman, re the untimely demise of some of his cattle.

Mr. Parson's letter is self-explanatory and nothing further will be done by this Department unless we receive instructions to the contrary.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

FORM E-30 25M 9-51 93315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT

La Grande, Oregon
April 7, 1954

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Attention: Forrest Cooper

Dear Sir:

Please refer to your letter of March 31 regarding Bob Chrisman's complaint of cows eating Morrision & Lamping's grease.

Mr. Cameron has just informed me that the contractor has covered grease with paper, rocks and earth so no more stock can eat it. Evidently the contractor thinks he can beat the case and wants the grease to be available.

By copy of this letter Mr. Cameron is requested to see that grease is permanently buried after the suit is over.

Very truly yours,

A. F. Parson
Division Engineer

AFP:gb
cc - M. A. Cameron

RECEIVED

NOTED
FORREST COOPER

Cross Refer[illegible]ed To:
[illegible]
[illegible]
Prop. Dam
Turnbow, John

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

154

April 6, 1954

Mr. Robert V. Chrisman
Chrisman Office Building
Enterprise, Oregon

Dear Mr. Chrisman:

Your letter of March 17th addressed to Mr. Enfield, Chief Counsel, has been referred to this office. Your letter refers to the claim of Mr. John Turnbow for the loss of livestock resulting from oil poured on his property on the Little Sheep Creek Secondary Highway. It appears that the loss of livestock may be due to operations of the contractor, Morrison and Lamping, Box 597, Walla Walla, who was awarded State Highway Contract No. 3956 for grading and paving the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County. This contract was completed November 25, 1953, but to date has not been accepted by the Commission.

The United States Fidelity and Guaranty Company, 201 Portland Trust Building, furnished the performance bond for this contract which is given to assure satisfactory completion of work and payment of all bills incurred on the job. As to whether this claim should be handled by the bonding company furnishing the performance bond or by the contractor's surety who carries his liability insurance, we cannot say.

It is suggested that you write to the contractor and, if you feel it desirable, to the United States Fidelity and Guaranty Company. In the meantime, the claim will be noted in our records and we will advise the company who furnished the performance bond and the contractor that the claim has been received.

If you feel that such a course is advisable, you might file Mr. Turnbow's claim with the Secretary of State.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Williams

ROBERT V. CHRISMAN
Attorney and Counselor at Law
Chrisman Office Building
ENTERPRISE, OREGON
Telephone 503

March 17, 1954

NOTED
W. C. WILLIAMS

Mr. Clifford Enfield, Attorney
Oregon State Highway Commission
Salem, Oregon

Re: John Turnbow vs Oregon State
Highway Commission

Dear Mr. Enfield:

COPY

John Turnbow who gave the Oregon State Highway Commission a right of way on two parcels of land for the Little Sheep Creek Secondary highway has placed in my hands his claim by virtue of three cows of his dying and one steer of his being sick resulting from oil being poured all over the ground on this property, and left there when the contractor, a man named Lambert, moved from the property.

The cattle ate this hard oil, fifteen gallons of which was poured under and on both sides of the fence at the rock crushing site and two cows valued at $225.00 each and one cow valued at $200.00 have already died and one steer is sick and refusing to eat and probably will die. In addition John Turnbow has paid $65.00 to Dr. Phil Morgan and Dr. Doug Morgan, Enterprise Veterinarians, for treating the cattle.

In addition to payment of his loss Mr. Turnbow desires that the hard oil and grease be removed from the rock crushing site to prevent further damage to his cattle or permission given him so that he may remove this hazard or he will suffer further losses.

Thanking you for your consideration of this claim, I am

Cordially yours,

/s/ Robert V. Chrisman
Robert V. Chrisman

RVC:sc

Legal Dept. handling
WCW

Final payment will be
withheld pending settlement.

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
APR 14 1954
FOR FILING

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[illegible]756

Salem, Oregon
April 12, 1954

Mr. E. A. Collier

Herewith is a copy of a letter from Robert V. Chrisman, Attorney at Law, to the attention of Mr. Enfield, under date of March 17, relative to livestock losses suffered by his client, John Turnbow, resulting from a State Highway contractor named Lambert dumping or wasting road oil on the Little Sheep Creek Secondary Highway.

Please investigate and give us a complete report.

W. W. Stiffler

WWS:er

cc Mr. A. F. Parson
Mr. C. W. Enfield
Mr. H. G. Smith

Enclosure

RECEIVED
APR 14 1954
FOR FILING

S 238(3)

3956

Lewis

April 6, 1954

Mr. Robert V. Chrisman
Chrisman Office Building
Enterprise, Oregon

Dear Mr. Chrisman:

Your letter of March 17th addressed to Mr. Enfield, Chief Counsel, has been referred to this office. Your letter refers to the claim of Mr. John Turnbow for the loss of livestock resulting from oil poured on his property on the Little Sheep Creek Secondary Highway. It appears that the loss of livestock may be due to operations of the contractor, Morrison and Lamping, Box 597, Walla Walla, who was awarded State Highway Contract No. 3956 for grading and paving the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County. This contract was completed November 25, 1953, but to date has not been accepted by the Commission.

The United States Fidelity and Guaranty Company, 201 Portland Trust Building, furnished the performance bond for this contract which is given to assure satisfactory completion of work and payment of all bills incurred on the job. As to whether this claim should be handled by the bonding company furnishing the performance bond or by the contractor's surety who carries his liability insurance, we cannot say.

It is suggested that you write to the contractor and, if you feel it desirable, to the United States Fidelity and Guaranty Company. In the meantime, the claim will be noted in our records and we will advise the company who furnished the performance bond and the contractor that the claim has been received.

If you feel that such a course is advisable, you might file Mr. Turnbow's claim with the Secretary of State.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

4-6-54

Lewis R

RECEIVED
APR 14 1954
FOR FILING

April 6, 1954

United States Fidelity and Guaranty Company
201 Portland Trust Building
Portland, Oregon

Attention: Mr. W. Talbot Sinclair, Manager

Gentlemen:

We have received a letter from Mr. Robert V. Chrisman, an attorney at Enterprise, in behalf of John Turnbow for the loss of two cows valued at $225.00 and one cow valued at $200.00 and for a sick steer not yet dead as of March 17, plus a veterinarian's bill to Dr. Phil Morgan and Dr. Doug Morgan in the amount of $65.00. This claim apparently arises out of the dumping of oil over Mr. Turnbow's ground by a man named Lambert who may have been working for Morrison and Lamping in grading and paving the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County. They claim that the cattle ate this hard oil which had been poured on both sides of the fence at the rock crushing site.

As to whether this claim should be handled by your company or the contractor's liability surety, we do not know, but the information is provided inasmuch as your company appears as surety on the performance bond furnished for Morrison and Lamping on State Highway Contract No. 3956.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:md

cc - Morrison & Lamping
Box 597
Walla Walla, Washington

NOTED ON CARD

11-6-611,3(

Lewis. R

RECEIVED
APR 14 1954
FOR FILING

April 6, 1954

United States Fidelity and Guaranty Company
201 Portland Trust Building
Portland, Oregon

Attention: Mr. W. Talbot Sinclair, Manager

Gentlemen:

We have received a letter from Mr. Robert V. Chrisman, an attorney at Enterprise, in behalf of John Turnbow for the loss of two cows valued at $225.00 and one cow valued at $200.00 and for a sick steer not yet dead as of March 17, plus a veterinarian's bill to Dr. Phil Morgan and Dr. Doug Morgan in the amount of $65.00. This claim apparently arises out of the dumping of oil over Mr. Turnbow's ground by a man named Lambert who may have been working for Morrison and Lamping in grading and paving the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County. They claim that the cattle ate this hard oil which had been poured on both sides of the fence at the rock crushing site.

As to whether this claim should be handled by your company or the contractor's liability surety, we do not know, but the information is provided inasmuch as your company appears as surety on the performance bond furnished for Morrison and Lamping on State Highway Contract No. 3956.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Morrison & Lamping
Box 597
Walla Walla, Washington

NOTED ON CARD
4-6-54, g(

FORM B-123 80M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 30, 1954

Robert V. Chrisman
Attorney at Law
Chrisman Office Building
Enterprise, Oregon

Dear Sir:

Your letter of March 17, 1954, concerning the claim of John Turnbow has been forwarded to me for handling. May I first apologize for my tardiness in answering your letter, which tardiness was due to a recent illness.

It is unnecessary for me to advise you that the State is not liable for its torts, generally speaking. However, the Highway Commission does provide in all its contracts that the contractor shall be responsible for all damages to property that may be caused by, or that may result from, the carrying out of the work to be done under the contract. A copy of this contract, which is known as "Specifications and Contract Agreements for State Highway Construction", will be forwarded to you if you so desire.

For your information, paving of the Joseph-Hayden Gulch Section of the Little Sheep Creek Highway, which covers the South line of the Southwest quarter of Section 31, Township 2 South, Range 46 East, was let by the State Highway Commission under Contract No. 3955 to Morrison & Lamping, whose post office address is Box 597, Walla Walla, Washington.

It is my understanding that the paving had been completed by the contractor sometime in November, but that as of the present time the job has not been accepted by the Commission. I wish to further advise that a copy of your letter has been forwarded to Forrest Cooper of the Construction Department, for the purpose of advising the Resident Engineer of the condition of Mr. Turnbow's property. The engineer will contact the contractor and arrange with him for the removal of the hazard.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
O. E. McADAMS, JR.
Assistant Attorney

OEMcA:ia

cc - Forrest Cooper ✓

[illegible] ON CARD
3-30-54, g

March 30, 1954

Memorandum to Forrest Cooper:

Will you be kind enough to arrange for the Engineering Department to have the hazard referred to here by Mr. Chrisman removed or eliminated.

O. E. McADAMS, JR.
Assistant Attorney

OEMcA:ia

NOTED ON CARD

3-30-54

REFERRED
TO M^c Adam
FOR handling
R. L. MAY, JR.

ROBERT V. CHRISMAN
ATTORNEY AND COUNSELOR AT LAW
CHRISMAN OFFICE BUILDING
ENTERPRISE, OREGON
TELEPHONE 503

RECEIVED
MAR 19 1954
LEGAL DEPT.

March 17, 1954

3956

Mr. Clifford Enfield, Attorney
Oregon State Highway Commission
Salem, Oregon

Re: John Turnbow vs Oregon State
Highway Commission

Dear Mr. Enfield:

John Turnbow who gave the Oregon State Highway Commission a right of way on two parcels of land for the Little Sheep Creek Secondary highway has placed in my hands his claim by virtue of three cows of his dying and one steer of his being sick resulting from oil being poured all over the ground on this property, and left there when the contractor, a man named Lambert, moved from the property.

The cattle ate this hard oil, fifteen gallons of which was poured under and on both sides of the fence at the rock crushing site and two cows valued at $225.00 each and one cow valued at $200.00 have already died and one steer is sick and refusing to eat and probably will die. In addition John Turnbow has paid $65.00 to Dr. Phil Morgan and Dr. Doug Morgan, Enterprise veterinarians, for treating the cattle.

In addition to payment of his loss Mr. Turnbow desires that the hard oil and grease be removed from the rock crushing site to prevent further damage to his cattle or permission given him so that he may remove this hazard or he will suffer further losses.

Thanking you for your consideration of this claim, I am

Cordially yours,

Robert V. Chrisman

Robert V. Chrisman

RVC:sc

query
prepare usual letter to claimant & surety
M^c

[illegible]
[illegible]

Baldock

ROBERT V. CHRISMAN
Attorney and Counselor at Law
Chrisman Office Building
ENTERPRISE, OREGON
Telephone 503

March 17, 1954

Mr. Clifford Enfield, Attorney
Oregon State Highway Commission
Salem, Oregon

Re: John Turnbow vs Oregon State Highway Commission

Dear Mr. Enfield:

John Turnbow who gave the Oregon State Highway Commission a right of way on two parcels of land for the Little Sheep Creek Secondary highway has placed in my hands his claim by virtue of three cows of his dying and one steer of his being sick resulting from oil being poured all over the ground on this property, and left there when the contractor, a man named Lambert, moved from the property.

The cattle ate this hard oil, fifteen gallons of which was poured under and on both sides of the fence at the rock crushing site and two cows valued at $225.00 each and one cow valued at $200.00 have already died and one steer is sick and refusing to eat and probably will die. In addition John Turnbow has paid $65.00 to Dr. Phil Morgan and Dr. Doug Morgan, Enterprise veterinarians, for treating the cattle.

In addition to payment of his loss Mr. Turnbow desires that the hard oil and grease be removed from the rock crushing site to prevent further damage to his cattle or permission given him so that he may remove this hazard or he will suffer further losses.

Thanking you for your consideration of this claim, I am

Cordially yours,

/s/ Robert V. Chrisman
Robert V. Chrisman

RVC:sc

REFERRED TO
Stiffler
By State Highway Engineer

Report please

Handled by Const +
Legal Dept's
WWS

RECEIVED
APR 9 1954
FOR FILING

[illegible]

3956

April 8, 1954

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Morrison & Lamping on contract No. 3956, for grading and paving on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County.

This payment, in the amount of $5,936.41, will be released to the contractor on or after April 19, 1954. The retained percentage is $8,046.74.

There is a claim filed against this project by Ray Harris for truck tires and a tube furnished in the sum of $89.00, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

4-[illegible]

Form PR 2 (Revised 1950)

1171

State Oregon

Federal Aid Secondary Project No. S-238(4)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of June, 1953, a program, which was approved on the 17th day of July, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-three thousand and 00/100 dollars ($43,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 433+50 in the SE 1/4, Section 33, T. 2 S., R. 46 E., W.M., and survey station -(4+50) in the SW 1/4, Section 16, T. 1 N., R. 48 E., W.M., except stations 722+43.5 to 722+66.5, 760+88.5 to 761+11.5, 397+33 to 397+70, 446+70 to 446+93, 355+85 to 355+35, 62+42.5 to 61+72.5, and -(2+64.5) to -(3+97.5), length 21.375 miles, in Wallowa County, being Oregon Federal Aid / Secondary project No. S-238(4), consisting of 21.375 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-three thousand and 00/100 dollars ($43,000.00), which does not exceed the authorized Federal pro rata share of seventy thousand, one hundred seventy-three and 40/100 dollars ($70,173.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By , Acting Division Engineer,
Bureau of Public Roads.

RECEIVED
★ APR 9 -

Oregon State Highway Department

Federal Aid Secondary
Project No. S-238 (4)

SHEEP CREEK HILL-IMNAHA SECTION
OF THE LITTLE SHEEP CREEK HIGHWAY IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1953

Type Code 2010
Roadway (Sta. 433+20 to Sta. 790+67.18 = 390+00 to Sta. 70[illegible].7 = 437+66.00 to Sta. -4+50) (Contract No. 4012)

10,700	cu. yds.	2½" - 0 Rock in Surfacing	$2.42	$25,894.00
14,000	cu. yds.	3/4" - 0 Rock in Surfacing	2.60	36,400.00
500	M-gal.	Sprinkling	3.00	1,500.00
			Subtotal	$63,794.00
			10% Engr. & Cont.	6,379.40
			Total	$70,173.40

Length of Roadway	21.375 miles
Length of 7 Structures	0.068 mile (Exceptions)
Total Length	21.443 miles
Cost of Roadway per Mile	$32,829.66

Federal Funds- -	$43,000.00
State Funds- -	27,173.40
	$70,173.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project No. S-238(4), Sheep Creek Hill-Imnaha Section in Wallowa County.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

July 23, 1953

Mr. R. H. Baldock
 State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project No. S-238(4), Sheep Creek Hill-Imnaha Section in Wallowa County.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
District Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-238 (4)

SHEEP CREEK HILL-IMNAHA SECTION

OF THE LITTLE SHEEP CREEK HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 22, 1953

Type Code 2010
Roadway (Sta. 433+50 to Sta. 790+67.18 = 390+00 to
Sta. 702+33.7 = 457+66.00 to Sta. -4+50)

10,700	cu. yds.	2" - 0 Rock in Surfacing	$ 2.40	$25,680.00
14,000	cu. yds.	3/4" - 0 Rock in Surfacing	2.60	36,400.00
500	M-gal.	Sprinkling	2.50	1,250.00
		Subtotal		$63,330.00
		10% Engr. & Cont.		6,333.00
		Total		$69,663.00

Length of Roadway 21.375 miles
Length of 7 Structures 0.068 mile (Exceptions)
Total Length 21.443 miles
Cost of Roadway per mile $32,590.87

Federal Funds	$43,000.00
State Funds	26,663.00
	$69,663.00

RECEIVED
MAR 30 1954
FOR FILING
FORM E-30 25M 9-51 52318

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1954

To: Mr. R. L. Porter
Right of Way Engineer
OFFICE

SUBJECT:

NO.
W. C. WILLIAM

For several months we have been having a go-around with one Rex Payne from whom we bought right of way for the construction of the Joseph-Sheep Creek Hill job in Wallowa County. The controversy somewhat simplified has to do with an irrigation ditch. I am told that there is language in the option from Mr. Payne which in effect states that his irrigation system must be restored in kind. In order to accomplish this, the resident engineer in charge of construction dug what he determined a suitable ditch for handling Payne's water. It now develops that Payne contends that there originally were two ditches and as he has now sold a part of his land he is demanding that the State construct an additional ditch, one for his use and one for the owner of the tract of land that he sold.

As stated above, his claim is based upon his contention that there was originally two ditches. We have had several go-arounds with him and I am now of the opinion that something is going to have to be done. He has finally stated to Parson that for the sum of $1,218 he will take care of this matter and Parson recommends this amount. In addition, Mr. Payne would be given permission to take material from our property at Station 154 for the construction of the ditch.

The purpose of this letter is to request that you check the pictures in your file and see if it is possible to determine from them if he had two ditches as he claims, and, secondly, if we have nothing on which to compute his claims that a settlement be made with the Right of Way Department as outlined herein. I would appreciate knowing what the pictures disclose.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js
cc W. C. Williams

RECEIVED
FOR FILING

5 238(3)

3954

CARBON COPY
UNITED STATES FIDELITY AND GUARANTY COMPANY
906 CENTRAL BUILDING
SEATTLE 4, WASH.

March 31, 1954

Mr. Edward E. Grant
Attorney at Law
Berland Building
Enterprise, Oregon

Reference to our file number
expedites handling of claim

Re: 53 S 454
Morrison and Lamping -
State of Oregon

Dear Sir:

We note the claim filed by you with the Oregon State Highway Department in connection with your client Ray P. Harris of Enterprise, Oregon.

Our principal, Morrison and Lamping, deny any responsibility for this purchase, indicating that it was not with their authorization and apparently was bought by one of the truckers from whom they had rented the equipment.

In any event, this appears to be a civil dispute and our principal is financially responsible and therefore we would not be concerned in the matter.

Incidentally, it would appear that this type of a bill would not be lienable in any event.

Very truly yours,

HOWARD W. HEDGCOCK
Adjuster

HWH/fd

cc - Oregon State Highway Commission
Salem, Oregon

Morrison and Lamping
Box 597
Walla Walla, Washington

NOTED
H. B. GLAISYER

NOTED
F. QUERY.

RECEIVED
APR 1 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 2 3 1954
FOR FILING

files

[illegible]

3956

March 22, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

Thank you for your letter of March 19th to which was attached three copies of a claim filed with your office by Ray Harris against Morrison and Lamping. The claim is for $89.00 for tires furnished on State Highway Contract No. 3956, your file No. 3446.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 19, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We received from Edward E. Grant, attorney, Enterprise, Oregon and filed as of this date, a notice of claim by Ray Harris for material furnished in the sum of $89.00 against the bond taken from Morrison & Lamping, principal and United States Fidelity & Guarantee Company, surety for work on the Little Sheep Creek Secondary Highway in Wallowa County, under State Highway Commission Contract no. 3956. State file No. 3446.

Three copies of the claim are enclosed for your information and files. Please acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Records Division

N:FL

ENCS.

RECEIVED
MAR 22 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 23 1954
FOR FILING

Mrs Lewis files

[illegible]

3956

March 22, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. W. Talbot Sinclair, Manager

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Ray Harris against Morrison and Lamping on State Highway Contract No. 3956 for work on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County. The claim is for $89.00 for truck tires and a tube furnished to the contractor on the contract mentioned above.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Morrison & Lamping
Box 597
Walla Walla, Washington

NOTED ON CARD
3-22-54

EDWARD E. GRANT
ATTORNEY AT LAW

Berland Building
ENTERPRISE, OREGON

March 8, 1954

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby giventhat the undersigned, Ray Harris, P. O.Box 248, Enterprise, Oregon, has a claim for two 8.25 x 20 12-ply truck tires and one 8.25 x 20 truck tube in the sum of $89.00, against the bond taken from Morrision & Lamping and the United States Fidelity & Guarantee Company, surety for the work of said Morrison & Lamping, in grading andpaving the Joseph-Sheep Creek hill section of the Little Sheep Creek secondary highway in Wallowa County, Oregon, under State Highway Commission contract no. 3956.

Notice has previously been given to the principal and surety of this claim.

Very truly yours,

RAY HARRIS

EEG/awg

ENDORSED:

File No. 3446
Filed March 19, 1954
EARL T. NEWBRY, Secretary of State

Form E-1—1000

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-2-8(3)

For Week Ending Jan. 22, 1954

Section	Joseph Sheep Creek Hill	Kind of work	Grading & Paving
Highway	Little Sheep Creek Secondary	Section prefix	132-1015
Contractor	Morrison & Lamping	Contract number	3956
Date of contract	June 5, 1953	Date of completion	July 31, 1954
Date work started	June 24, 1953	Estimated date of completion	, 19
Amount of contract	$ 258,774.00	Per cent of time elapsed	50 %

Estimated cost of completed project, exclusive of engineering . . . $ 266,707.26

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 21,565.10, over % Date project was completed Nov 25, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

(2) men working on semi-final

$ 585.26 Pipe on hand to be purchased from contractor

Semi- final will be completed Jan.25 - 54

NOTED
H. G. SMITH

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
JAN 25 1954
OFFICE OF
CONST[illegible]

Signed

Address Enterprise Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.04				5.04
Miles partially completed					
Miles completed	5.04				5.04
Total estimated quantities	63,000				12,000 Tons
Estimated quantities moved or placed to date	62,525 C.Y.				11,708 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
DEC 22 1953
FOR FILING

[illegible]-229(2)

3956

December 21, 1953

W. Talbot Sinclair, Mgr.
U.S. Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to Morrison & Lamping a portion of the funds heretofore retained by the Commission on contract No. 3956, covering the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County.

This payment, in the amount of $29,524.36, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,863.14. The present payment will be released on or after December 31, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United States Fidelity & Guaranty Co.
Karl H. Doerre
201 Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

12-21-53
m

RECEIVED
DEC 7 - 1953
FOR FILING

5-238(3)

3956

Lewis

December 4, 1953

United States Fidelity and Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: W. Talbot Sinclair, Manager

Gentlemen:

We have received a letter from Ray Harris, Shell Oil Company Jobber of Enterprise, Oregon, stating that he has a claim against one of Morrison and Lampings truckers on State Highway Contract No. 3956 for work on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County. The amount of the claim is not given.

This information is provided as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:smd 12/4

cc - Mr. Karl H. Doerre
201 Portland Trust Building
Portland, Oregon

Morrison & Lamping
Box 5[illegible]7
Walla Walla, Washington

NOTED ON CARD
12-4-53

[illegible]EIVED
DEC 7 - 1953
FOR FILING

-238(3)

3156

Lewis

December 4, 1953

Mr. Ray Harris
Enterprise, Oregon

Dear Mr. Harris:

This is to acknowledge your letter of December 1 concerning a claim that you have against one of Morrison and Lamping's truckers on State Highway Contract No. 3956.

We suggest that if you cannot collect from the trucker that you contact Morrison and Lamping, the principal contractor. If satisfaction cannot be secured in this manner, it is suggested that you file your claim with the United States Fidelity and Guaranty Company, 201 Portland Trust Building. This company furnished the performance bond to Morrison and Lamping on Contract No. 3956 for grading and paving the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County.

If you feel it necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure in this step. In the meantime your claim will be noted in our records; however, we would appreciate knowing the amount of the claim and its nature.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 12/3
Attach.

NOTED ON CARD
12-3-53

Enterprise, Oregon
December 1, 1953

Oregon State Highway Dept.

Salem, Oregon

Dear Sir:

Please send information as to method of collecting an account against Morrison and Lamping Contractors on State Highway Job # 3956. I have a claim against one of their truckers. Thank you.

Yours truly,

Ray Harris

RAY HARRIS
Shell Jobber
Enterprise, Oregon

RECEIVED
[illegible] 1953
[illegible]

NOTED ON CARD

12-1-53

Form PR 2 (Revised 1950)

1077

State Oregon

Federal Aid Secondary Project No. S-238(3)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of December, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 1953, a program, which was approved on the 10th day of February, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 28th day of April, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred sixty-five thousand and 00/100 dollars ($165,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Rnl

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 0+00 at the junction with the Wallowa Lake Highway in Joseph and survey station 266+38.0 in Section 1, T. 2 S., R. 45 E., W.M., without exception,** length **5.043** miles, in **Wallowa** County, being **Oregon Federal Aid / Secondary** project No. **S-238(3)**, consisting of **5.043** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

DIVISION 8 DEC 3 - 1953

OCT 5 1953

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred sixty-five thousand and 00/100 dollars ($165,000.00), which does not exceed the authorized Federal pro rata share of two hundred eighty-four thousand, six hundred fifty-one and 40/100 dollars ($284,651.40), the approved total estimated cost of said project.

PAYMENTS

Article V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
Ass't. SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By WJ
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

DEC 4 1953

OCT 5 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-238 (3)

JOSEPH-SHEEP CREEK HILL SECTION
OF THE LITTLE SHEEP CREEK HIGHWAY IN WALLOWA COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 6201
Roadway (Sta. 0+10 to Sta. 266+38) (Contract No. 3756)

All Required		Clearing and Grubbing		$ 1,000.00
1,500	cu. yds.	Structural Excavation, Unclassified	$ 2.70	4,050.00
1,600	cu. yds.	Trench Excavation, Unclassified	1.75	2,800.00
63,000	cu. yds.	General Excavation, Unclassified	0.27	17,010.00
143,000	yd. stas.	Short Overhaul	0.015	2,145.00
1,650	C-yd. stas.	Long Overhaul	0.45	742.50
5.04	mi.	Finishing Roadbed and Slopes	500.00	2,520.00
320	lin. ft.	12-inch Corrugated Metal Pipe	3.00	960.00
570	lin. ft.	18-inch Corrugated Metal Pipe	5.00	2,850.00
330	lin. ft.	24-inch Corrugated Metal Pipe	5.60	1,848.00
26	lin. ft.	36-inch Corrugated Metal Pipe	10.00	260.00
120	lin. ft.	18-inch Concrete Pipe	5.00	600.00
110	lin. ft.	36-inch Arch Type Corrugated Metal Pipe	9.00	990.00
170	lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.00	1,020.00
720	lin. ft.	24-inch Corrugated Metal Siphon Pipe	7.50	5,400.00
180	lin. ft.	30-inch Corrugated Metal Siphon Pipe	9.50	1,710.00
210	lin. ft.	36-inch Corrugated Metal Siphon Pipe	12.00	2,520.00
74	cu. yds.	Concrete End Basins	70.00	5,180.00
330	lin. ft.	Salvaging Culvert Pipe	1.50	495.00
180	cu. yds.	Class "A" Concrete	65.00	11,700.00
25,000	lbs.	Metal Reinforcement	0.12	3,000.00
All Required		Removal of Old Bridge and Provision for Traffic		450.00
35,400	cu. yds.	3" - 0 Rock in Base	2.00	70,800.00
5,800	cu. yds.	3/4" - 0 Rock in Base	2.70	15,660.00
1,100	M-gal.	Sprinkling	2.00	2,200.00
600	cu. yds.	3/4" - 0 Rock in Binder Course	3.50	2,100.00
95	tons	MC-2 Asphalt in Binder Course	48.00	4,560.00
12,000	tons	Class "B" Asphaltic Concrete	7.00	84,000.00
55	tons	RS-1 Emulsified Asphalt in Pavement Seal	49.00	2,695.00

330	cu. yds.	Aggregate in Pavement Seal	$ 3.90	$ 1,287.00
610	cu. yds.	Aggregate in Shoulder Oiling	4.35	2,653.50
44	tons	150-200 Asphalt in Shoulder Oiling	47.00	2,068.00
14	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	50.00	700.00
			Subtotal	$258,774.00
			10% Engr. & Cont.	25,877.40
			Total	$284,651.40

Length of Roadway 5.043 miles
Cost per Mile $56,444.05

Federal Funds- -	$165,000.00
State Funds- -	119,651.40
	$284,651.40

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

JOSEPH-SHEEP CREEK HILL SECTION

PROJECT NO. S-238 (3)

While negotiations for rights of way are in progress, two parcels have not been acquired, but it is now believed that all necessary rights of way or rights of entry can be made fully available within 21 days.

R. H. Baldock
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

April 28, 1953

JOSEPH-SHEEP CREEK HILL SECTION

PROJECT NO. S-238 (3)

While negotiations for rights of way are in progress, two parcels have not been acquired, but it is now believed that all necessary rights of way or rights of entry can be made fully available within 21 days.

R. H. Baldock
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

April 28, 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-238 (3)

JOSEPH-SHEEP CREEK HILL SECTION OF THE LITTLE SHEEP CREEK HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 23, 1953

Type Code 6201
Roadway (Sta. 0+10 to Sta. 266+38)

All Required		Clearing and Grubbing		$ 3,000.00
1,500	cu. yds.	Structural Excavation, Unclassified	$ 3.00	4,500.00
1,600	cu. yds.	Trench Excavation, Unclassified	2.50	4,000.00
63,000	cu. yds.	General Excavation, Unclassified	0.30	18,900.00
143,000	yd. stas.	Short Overhaul	0.015	2,145.00
1,650	C-yd. stas.	Long Overhaul	0.50	825.00
5.04	mi.	Finishing Roadbed and Slopes	500.00	2,520.00
320	lin. ft.	12-inch Corrugated Metal Pipe	3.25	1,040.00
570	lin. ft.	18-inch Corrugated Metal Pipe	4.75	2,707.50
330	lin. ft.	24-inch Corrugated Metal Pipe	6.50	2,145.00
26	lin. ft.	36-inch Corrugated Metal Pipe	12.00	312.00
120	lin. ft.	18-inch Concrete Pipe	3.75	450.00
110	lin. ft.	36-inch Arch Type Corrugated Metal Pipe	12.00	1,320.00
170	lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.00	1,020.00
720	lin. ft.	24-inch Corrugated Metal Siphon Pipe	8.50	6,120.00
180	lin. ft.	30-inch Corrugated Metal Siphon Pipe	11.00	1,980.00
210	lin. ft.	36-inch Corrugated Metal Siphon Pipe	15.00	3,150.00
74	cu. yds.	Concrete End Basins	65.00	4,810.00
330	lin. ft.	Salvaging Culvert Pipe	2.00	660.00
180	cu. yds.	Class "A" Concrete	65.00	11,700.00
25,000	lbs.	Metal Reinforcement	0.13	3,250.00
All Required		Removal of Old Bridge and Provision for Traffic		1,000.00
35,400	cu. yds.	3" - 0 Rock in Base	2.10	74,340.00
5,800	cu. yds.	3/4" - 0 Rock in Base	2.25	13,050.00
1,100	M-gals.	Sprinkling	3.00	3,300.00
600	cu. yds.	3/4" - 0 Rock in Binder Course	3.50	2,100.00
95	tons	MC-2 Asphalt in Binder Course	50.00	4,750.00
12,000	tons	Class "B" Asphaltic Concrete	6.50	78,000.00
55	tons	RS-1 Emulsified Asphalt in Pavement Seal	50.00	2,750.00
330	cu. yds.	Aggregate in Pavement Seal	6.00	1,980.00

610	cu. yds.	Aggregate in Shoulder Oiling	$ 3.75	$ 2,287.50
44	tons	150-200 Asphalt in Shoulder Oiling	50.00	2,200.00
14	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	50.00	700.00
			Subtotal	$263,012.00
			10% Engr. & Cont.	26,301.20
			Total	$289,313.20

Length of Roadway	5.043 miles
Cost per Mile	$57,369.26

Federal Funds- -	$165,000.00
State Funds- -	124,313.20
	$289,313.20

RECEIVED
NOV 1[illegible] 1953
FOR FILING

November 14, 1953

Snyder Lumber Company
Enterprise
Oregon

Attention: I. R. Snyder

Gentlemen:

I have just received your letter of November 10 regarding your claim against Loree Building Service, La Grande, who you state are subcontractors in connection with the improvement of the Little Sheep Creek Highway in Wallowa County.

The contract to which you refer, I believe, is State Highway Contract No. 3956 for grading and paving the section of this highway between Joseph and Sheep Creek Hill. The prime contractor for this work is Morrison and Lamping whose address is Box 597, Walla Walla, Washington. The contract was awarded on June 5, 1953 by the State Highway Commission and the specified completion date is July 31, 1954. Estimates are paid monthly by the Highway Commission to the prime contractor Morrison and Lamping for work performed during the preceding month. The Highway Commission does not recognize subcontractors but the prime contractor is held responsible and liable for the work of the subcontractor and payment of expense incurred by the subcontractor on the job.

In connection with every state highway contract, the successful bidder is required to furnish the State Highway Commission a contract bond to guarantee satisfactory completion of the project in which he is engaged and payment of claims arising out of the job. Such a bond was furnished by Morrison and Lamping in connection with contract No. 3956. It was written by the United States Fidelity and Guaranty Company, Karl H. Doerre, agent, 201 Portland Trust Building, Portland, Oregon. In the event that you encounter difficulty in securing settlement with your claim against Loree Building Service, I would suggest that you file notice of your claim with the bonding company's agent.

Our records reveal that we have paid to Morrison and Lamping four monthly estimates, totalling $116,031.96. The warrant for the last estimate in the amount of $46,287.09 was mailed to Morrison and Lamping on October 23, 1953. We anticipate making the next monthly payment ~~on~~ in approximately two weeks.

HBG:mm

Respectfully yours,
Secretary
OREGON STATE HIGHWAY COMM.

Snyder Lumber Company, ~~Inc.~~

WALLOWA COUNTY BUILDING AND FUEL HEADQUARTERS

Enterprise, Oregon

I. E. SNYDER
Manager

November 10th 1953

Oregon State Highway Comission,
Salem Oregon.

Gentlemen:

We have a financial interest in some work that went on in the building of the Sheep Creek road, We furnished Loree Building Service of LaGrande who we believe had a subcontract for putting in the bridges and culverts.

We are checking on the status of the settlement if the estimates have been sent in and approved and in fact of Mr Loree has been paid if not when might it happen?

Who is his bondsman?

Yours very truly,

Snyder Lumber Co.,

By

RECEIVED
[illegible]

ANSWERED
H. B. GLAISYER

FORM F 30 25M 9 51 82315

[illegible] (2)

3956

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1953

To: Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

SUBJECT:

Dear Sir:

Lab sheet #317971, dated September 15, 1953, shows that the 3"-0 crushed rock material on the Joseph-Sheep Creek Hill Section has a plasticity index of 13% which is too high to pass our specifications.

Will you please take the necessary steps to see that this is corrected.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

Form M-61—1514—5-53

EGON STATE HIGHWAY DEPART NT
Materials Division

LABORATORY REPORT

S-238(3)

Project Joseph - Sheep Cr. Hill
Highway 395 Little Sheep Creek
Contractor Morrison & Lamping
Submitted by W. A. Cameron

Contract No. 3956

Prefix No. 132-1015
County Wallowa
F. A. Project No. S-238(3)
Date reported Sept. 15, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Quarry mile 5.83, Little Sheep Cr. Hwy. Sampled at
To be used Base
Sampled by W. A. Cameron
Date received Sept. 11, 1953
Quantity represented

TEST RESULTS

Laboratory No. 517971
Data Sheet No. [illegible]
Type of material 3"-0 Cr. Rock
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	9.1	9.1	
1½	15.9	25.0	
1	25.5	50.5	
3/4	9.1	59.6	
1/2	7.4	67.0	
1/4	11.4	78.4	
10	10.8	89.2	
40	6.3	95.5	
Pass	4.5	4.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 13 %
Manufactured fines %
Liquid limit: Natural fines 40 %
Manufactured fines %

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Exceeds P.I.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Cameron
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

G. W.

Engineer of Materials

State Printing 66236

EGON STATE HIGHWAY DEPART NT
Materials Division

LABORATORY REPORT

Project Joseph - Sheep Cr. Hill
Highway Little Sheep Creek
Contractor Harrison & Lamping
Submitted by H. A. Cameron
Contract No. 3056
Prefix No. 152-1015
County Wallowa
F. A. Project No. S-238(3)
Date reported Sept. 15, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Quarry mile 5.33, Little Sheep Cr. Hwy.
Sampled at
To be used Base
Sampled by H. A. Cameron
Date received Sept. 11, 1953
Quantity represented

TEST RESULTS

Laboratory No. 317970
Data Sheet No. [illegible]
Type of material 3"-0 Cr. Rock
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	9.1	9.1	
1½	18.8	27.9	
1	31.1	59.0	
3/4	12.1	71.1	
1/2	11.8	82.9	
1/4	10.0	92.9	
10	4.6	97.5	
40	1.8	99.3	
Pass	.7	.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 11 %
Manufactured fines %
Liquid limit: Natural fines 35 %
Manufactured fines %

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Larson
x Resident Engineer Cameron
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

G. W. Harra
Engineer of Materials

State Printing 06226

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4423

August 19, 1953

Margaret Pooler
Joseph, Oregon

Dear Madam:

This is in answer to your letter of August 15 requesting that the Salem office verify the exact distance between our center line and the southwest corner of your barn on the Joseph-Sheep Creek Hill Section.

After a contract is let all the notes involving measurements are returned to the resident engineer for his use in staking out the project; therefore, we have nothing in this office except our maps, which show that the center line was moved over opposite your barn in order to give a more satisfactory approach, and this distance scales approximately 47 feet.

If you have any reason to question the distance, I am sure Mr. Cameron would be glad to accompany you to the site and help you actually measure the distance.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith
Mr. A. F. Parson
Mr. M. A. Cameron

No. 4423
By

ASSIGNMENT

Date: August 17, 1953

Description: Letter of August 15 by Margaret Pooler, of Joseph, Oregon, regarding Little Sheep Highway. He states Mr. Cameron, Resident Engr., made statement that center line of new highway is 47 feet from southwest corner of his barn, and asks for verification.

Acknowledged by _ _ _ _ _ Referred to _ _ _ Smith _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 8-18-53 Report received _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

is 47 feet from
corner of my barn. The [illegible]
markers of new center line is
highway indecate this is carrect.
Well your office at Salem
verify this statement.
Yours Truly
Margaret Pooler

PLEASE RETURN TO
W. C. WILLIAMS

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FORM E 10 25M 9-51 92315

Joseph Oregon
Aug 15, 1953.

RECEIVED
AUG 17 1953

NOTED
W. C. WILLIAMS

State Highway Dept
Salem Ore,

Dear Sirs:

In regard to Little Sheep Highway. Mr. Cameron, Resident Engineer at Enterprise made the statement that the center line of the new highway is 47 feet from the south west corner of my barn. The red flag markers of new center line in highway indecate this is carrect. Will your office at Salem verify this statement

Yours Truly
Margaret Pooler

PLEASE RETURN TO
W. C. WILLIAMS

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FORM E 10 25M 8-51 #2318

3-238(3)

3956

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1953

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Please be advised that the Subcontract between Morrison and Lamping and Loree Building Service covering Items 18, 20, and 21, on the Joseph-Sheep Creek Hill Contract No. 3956, Oregon S-238 (3), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
2 - C. G. Polk

RECEIVED
FOR FILING

FORM E 30 25M 9-51 92315
S-238(3)

3956

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30th, 1953

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

L

Dear Sir:

The subcontract between Morrison & Lamping and the Newport Construction Company covering the furnishing of crushed material in stockpile in Items 23, 24, 26, 28, 30 and 31 on the Joseph-Sheep Creek Hill Contract #3956, Oregon S-238(3), is approved, and you may so inform the interested parties.

Four copies of the agreement are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams ✓
C. G. Polk - 2

FORM E 30 25M 6-51 82315

S-378(3

3956

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1953

4381

To:
Mr. L. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

SUBJECT:

Dear Sir:

I hand to you herewith copy of a letter from Earl M. Preston, an Assistant Attorney in Mr. Enfield's office, which refers to the Estes, et al irrigation matter on the Little Sheep Creek Secondary in Wallowa County. I wish to particularly direct your attention to paragraph 2, page 3 and paragraph 1 on page 4. Please make arrangements to get an immediate photographic record of the area involved and to make a continuing record, photographic or otherwise, of any pertinent situation that might in any way be connected with this matter.

Please advise.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.
cc W. C. Williams ✓

Date: July 29, 1953 **ASSIGNMENT** No. 4381

By

Description: Copy of letter to Mr. Enfield from Mr. Preston, 7-27-53, re Joseph-Sheep Creek Hill Section, Little Sheep Creek Secondary Hwy.

Acknowledged by ----- Referred to Mr. E. Cooper

Investigate and report with recommendation
~~Investigate~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for

PLEASE RETURN TO
W. C. WILLIAMS

signature

Assignment executed -------- Report received --------

Remarks: Re: Par. 2 on page 3
and Par. 1 on page 4

notified

PLEASE RETURN TO
W. C. WILLIAMS

Hill Section
Secondary

= 156

eeded to La Grande,
de arrangements
ore.

The morning Brainerd at the division office and held a preliminary blems involved.

In discussing the option agreements with Mr. Brainerd, Mr. Brainerd stated that he had told the farmers we probably wouldn't start work during the irrigation season, but if we did the State would be liable for the crop damages. In questioning his interpretation of the option agreement, his dealings with the farmers indicated that the State was to put the land that was underwater (irrigated) back underwater.

Cameron Mr. Bickmore and I proceeded to Enterprise, Oregon, where we met Mr. Cannon, the resident engineer, and then proceeded to the project. After looking over the construction at the Hahn property and the Estes property, I contacted Mr. Estes and determined that he was still represented by Mr. Richards, an Attorney in Enterprise, and I advised Mr. Estes that we would contact Mr. Richards that afternoon and perhaps he would like to be present. He stated at that time he could not be there because he was irrigating.

We then proceeded to the easterly end of the project where the Wallowa County Improvement District No. 1 has an irrigation ditch on the right of way from Station 272 back to approximately Station 261. The State in their prior construction work on this highway at some time in the past, installed a head gate at about Station 272. The water flowing from through this head gate supplies three or four farmers who have been cooperating with Mr. Cannon to the best of their ability and are about through with their irrigating so that the contractor can proceed. We then left and returned to Enterprise, Oregon.

FORM E-30X 25M 4-52 56606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

July 27, 1953
Salem, Oregon

SUBJECT: Joseph-Sheep Creek Hill Section
Little Sheep Creek Secondary
Highway

To: Mr. C. W. Enfield
Chief Counsel
OFFICE

Dear Mr. Enfield:

On Thursday, July 23rd, 1953, I left Salem and proceeded to La Grande, Oregon. I contacted Mr. C. D. Cannon and Mr. Bickmore. I made arrangements to visit the above project on Friday, July 24, with Mr. Bickmore.

The morning of July 24 I met Mr. Bickmore and Mr. Brainerd at the division office and held a preliminary discussion of the problems involved.

In discussing the option agreements with Mr. Brainerd, Mr. Brainerd stated that he had told the farmers we probably wouldn't start work during the irrigation season, but if we did the State would be liable for the crop damages. In questioning his interpretation of the option agreement, his dealings with the farmers indicated that the State was to put the land that was underwater (irrigated) back underwater.

Cameron

Mr. Bickmore and I proceeded to Enterprise, Oregon, where we met Mr. Cannon, the resident engineer, and then proceeded to the project. After looking over the construction at the Hahn property and the Estes property, I contacted Mr. Estes and determined that he was still represented by Mr. Richards, an Attorney in Enterprise, and I advised Mr. Estes that we would contact Mr. Richards that afternoon and perhaps he would like to be present. He stated at that time he could not be there because he was irrigating.

We then proceeded to the easterly end of the project where the Wallowa County improvement District No. 1 has an irrigation ditch on the right of way from Station 272 back to approximately Station 261. The State in their prior construction work on this highway at some time in the past, installed a head gate at about Station 272. The water flowing from through this head gate supplies three or four farmers who have been cooperating with Mr. Cameron to the best of their ability and are about through with their irrigating so that the contractor can proceed. We then left and returned to Enterprise, Oregon.

Upon arriving at Enterprise, I contacted Mr. Keith Wilson who is District Attorney and also the Secretary-Treasurer of the Wallowa County Improvement District, No. 1. I advised Mr. Wilson that it might become necessary to institute injunction proceedings against Mr. Estes and the Wallowa County Improvement District, and the State Highway Department might have to ask for his assistance in filing these actions. Mr. Wilson explained that he was in an unusual situation in that he represented the Improvement District while at the same time he was obligated to represent the State as District Attorney. He requested that unless it was absolutely necessary he not be called upon to file either proceedings. He was familiar with Mr. Estes and his problem and readily admitted that the State, without liability, could cut off the water at the head gate and prevent the water from flowing in the ditch on the State's right of way. We explained to Mr. Wilson that we would not want to cut the water off inasmuch as the three or four farmers that are served by this ditch were cooperating, and we would not want to inconvenience them if not absolutely necessary, but that we would want the ditch moved from our right of way. Mr. Wilson agreed to call a meeting of the irrigation district at his offices in Joseph, Oregon, on Monday night, July 27, 1953, to discuss the movement of the ditch on to private property. While discussing this movement with Mr. Bickmore, it was felt that if we could get the District to move the ditch on to private land, it would be to our advantage to let our contractor undertake this separate contract to dig the ditch as long as he has equipment available, and it would save the irrigation improvement district a considerable amount in moving-in charges. Mr. Wilson expressed the District's main objection to moving the channel as being the nearness of the relocated ditch to a small house near the head gate previously mentioned. Mr. Bickmore and I both felt that if we could give them a couple of sections of 36 inch pipes and let the contractor do the work in conjunction with his main job, that the District might agree to move their ditch at this time. Mr. Bickmore and Mr. Parsons both have an appointment in Burns with Mr. H. G. Smith, July 27, but Mr. Bickmore was going to attempt to have either himself or Mr. Parsons at the meeting if at all possible. Mr. Cameron,Resident Engineer, will be at the meeting and will advise us the outcome thereof.

We then contacted Mr. Richards in his office and Mr. Estes was present. We discussed the flooding of the right of way by Estes's waste irrigation. It developed that Mr. Estes claims he is through irrigating except his one small tract which will not bother the right of way, and he has agreed not to irrigate any more this year so there will be no more water on our right of way and the contractor will be able to proceed with the work this week. Mr. Estes continually asserted that the irrigation of his land had been so disrupted that the only solution was a sprinkler system. He was under the impression that the State was obligated to go into his fields and relocate his irrigation trenches therein,in addition to re-establishing his lateral irrigation ditches. It is the writer's opinion by observation of the irrigation trenches of Mr. Estes that Mr. Estes has been willfully causing the water to come on to our right of way and the same has erroded the slope on the side of both borrow pits.

The State has constructed a lateral irrigation ditch on the north side of the right of way at the west end of his property, and in order to keep the waste water from the south side of the west end of his property off the right of way, it may be necessar to contruct a lateral drainage ditch along the south side of our right of way located on Mr. Estes's land. He has favorably agreed to the construction of this ditch (by his Attorney), and if necessary this ditch can now be constructed so as to divert the waste water into the creek. Throughout our conversation, it was evident both to Mr. Bickmore and myself and to Mr. Estes's Attorney, that Mr. Estes has not made a proper attempt at irrigating his land with the reconstructed lateral irrigation ditches. Mr. Richards pointed out to Mr. Estes that he is going to have to dig his own trenches in his fields, and that he should make every attempt to properly irrigate his land, and I suggested that Mr. Bickmore contact the county agent and have him visit Mr. Estes property and make suggestions as to whether or not any change in the lateral irrigation ditches will be necessary to properly irrigate the land. I advised Mr. Richards that the State was primarily interested in being able to construct the highway without any interference from Mr. Estes as the delay occasioned by Mr. Estes allowing the waste water to flood the right of way had inconvenienced and slowed down the contractor, and the contractor undoubtedly would file a claim for his delay. I advised Mr. Richards at the present time that I would not want to recommend that an injunction be brought against Mr. Estes and a claim filed for damages, but if Mr. Estes did not cooperate, I would recommend these actions be taken. Mr. Richards is attempting to control his client and give him the proper advise, but Mr. Estes is still insisting on a sprinkler system and it will be well for us to watch his operations next year in preparation to defend a claim for a sprinkler system.

I recommend that photographs be taken of the slopes of the borrow pits and other areas that have been flooded delaying the contractor, so that the State may use this as a basis of a counterclaim in the event Mr. Estes institutes an action for additional compensation.

There will undoubtedly be a claim from our contractor, and justly so, for the additional work on the slopes of the borrow pits. Mr. Bickmore and Mr. Parsons will keep us advised of any and all developments on this project.

In regards to the Hahn property, Mr. Bickmore advised that Mr. Chidsey was expected in La Grande on Monday, July 27, 1953, to enter into negotiations with Mr. Hahn for the additional taking occasioned by the oversight and error in our plans and original takings, as well as the purchase of the 18 acres severed by our taking. Mr. Hahn presently refuses to allow the contractor to remove his forms from the siphon boxes, and the contractor is being delayed to be in preparation of constructing the other siphon boxes. I, off the record, suggested to Mr. Bickmore that the contractor go in and take his forms, in that the contractor was not at fault in placing them on Mr. Hahns land which we have not acquired. Any claim by Mr. Hahn for the trespass of the contractor in removing the forms would result in nominal damages, while the delay to the contractor in not being able to get his forms might result in a substantial claim for additional compensation by the contractor.

From talking to Mr. Estes in Mr. Richards presence, I am of the opinion that all of the farmers feel that they have a right to use the borrow pits along the county roads, and the State highway as irrigation ditches, and intend to continue to do so as long as permitted. I feel that we should watch closely the effects of the water on our highways, and if damage results, proper legal action should be instituted to recover for the damages, and to prevent the further use of the bottow pits to the State's detriment.

Yours very truly,

EARL M. PRESTON
Assistant Attorney

EMP:sp

RECEIVED
AUG 5 1953
FOR FILING

S-238(1)

July 22, 1953

Mr. John F. Kilkenny
Attorney at Law
Title Insurance Building
Pendleton, Oregon

Dear Mr. Kilkenny:

This is to acknowledge receipt of a carbon copy of your letter of July 21, 1953 directed to Mr. Charles Reynolds, State Highway Commissioner, regarding difficulties of your clients, Morrison and Lamping, on their contract with the State Highway Commission for construction of the Joseph-Sheep Creek Hill Section of the Sheep Creek Secondary Highway in Wallowa County.

Copies of your letter are being forwarded to the other members of the State Highway Commission and to the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

JOHN F. KILKENNY
HAROLD A. FABRE

KILKENNY & FABRE
ATTORNEYS AT LAW
TITLE INSURANCE BUILDING
PENDLETON, OREGON

COPY

This is a copy of our letter in a matter in which you are interested.

543

July 21, 1953

Mr. Charles Reynolds
State Highway Commission
La Grande, Oregon

Dear Mr. Reynolds:

Re: Morrison & Lamping
Contract No. 3956

This letter is in confirmation of our recent conversations in connection with the difficulties of our clients on the Joseph-Sheep Creek hill section of the Sheep Creek Highway in Wallowa County.

As previously indicated my clients Mr. Morrison and Mr. Lamping have found it utterly impossible to proceed with the contract in the usual and customary manner. The farmers, owning the adjacent and contiguous lands, have proceeded to irrigate their lands as a result of which the right-of-way for the highway is so soft and boggy that it is absolutely impossible to use the necessary machinery thereon. My clients' equipment has mired down. Your engineers are fully acquainted with the problem. I have instructed my clients to take pictures of this water problem from time to time, and, if there is any question in your mind as to the condition which exists, we shall be glad to furnish you with prints of these pictures.

The special representative which you sent to investigate arrived on Friday, July 17th and spent a very short time with Mr. Lamping and then said that he realized the difficulty of the problem but did not know what he could do about it. As I read your contract and the authorities which seem in point, it is the duty of the highway commission to turn the right-of-way over to the contractors so that the contractor may proceed with the work in an orderly and expeditious manner. I do not believe that it is my clients' obligation to attempt to bring injunction suits against these farmers. We are faced with the immediate problem of a sub-contract for crushed rock and if we do not have the road-bed ready, it will mean stock-pilling this rock and going to the extra heavy expense of removing the rock from the stock-pile. In other words, if the present problem continues until September 1 or September 15, we will be faced with a tremendous amount of expense which was never contemplated under the contract.

ACKNOWLEDGED
H. B. GLAISYER

As mentioned over the telephone, I believe that this is a matter which should be worked out in advance and that your Commission should give someone authority to discuss a solution of the problem with our clients.

I am forwarding a copy of this letter to the Commission in Salem.

With regards, I remain,

Sincerely yours,

John F. Kilkenny

RECEIVED
JUL 1 1953
FOR FILING

[illegible]

[illegible]

June 30, 1953

Morrison & Lamping
Box 597
Walla Walla, Wash.

Gentlemen:

We enclose herewith, for your files, a fully executed copy of contract No. 3956, which was awarded to you on June 5, 1953 by the State Highway Commission, for grading and paving on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 1 1953
FOR FILING

S-238(3)

3956

June 30, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 23, 1953 on Contract No. 3956, Joseph-Sheep Creek Hill Section, in connection with Federal Aid Project No. S-238 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
FOR FILING

[illegible]

[illegible]

4278

June 12, 1953

Mrs. W. I. Pooler
Joseph, Oregon

Dear Mrs. Pooler:

In reply to your letter of June 2, 1953 regarding the right of way across your property, I wish to advise that the line was shifted approximately 10 feet in the vicinity of your barn to provide room on which to construct an approach to your barn and property across from your house. The only reason for the slight change was to provide room for an adequate approach for you. I understand that the Right-of-Way Department discussed this matter with you and that at the moment it is attempting to work out an agreement with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. R. L. Porter
Mr. H. G. Smith

FC fp

11. Oregon

Date: June 5, 1953 — ASSIGNMENT

No. 4278

By [illegible]

Description: Letter from Mrs. W. I. Pooler, Joseph, Ore., 6-2-53, regarding right of way change.

Acknowledged by ----- Referred to Mr. H. G. Smith

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XX Return with rough draft of reply
Please prepare for

PLEASE RETURN TO
W. C. WILLIAMS

signature

Assignment executed ---------- Report received --------

Remarks: [illegible]

NOTED
RREST COOPER

B.

d. was
was
d in front
y + Little
the south

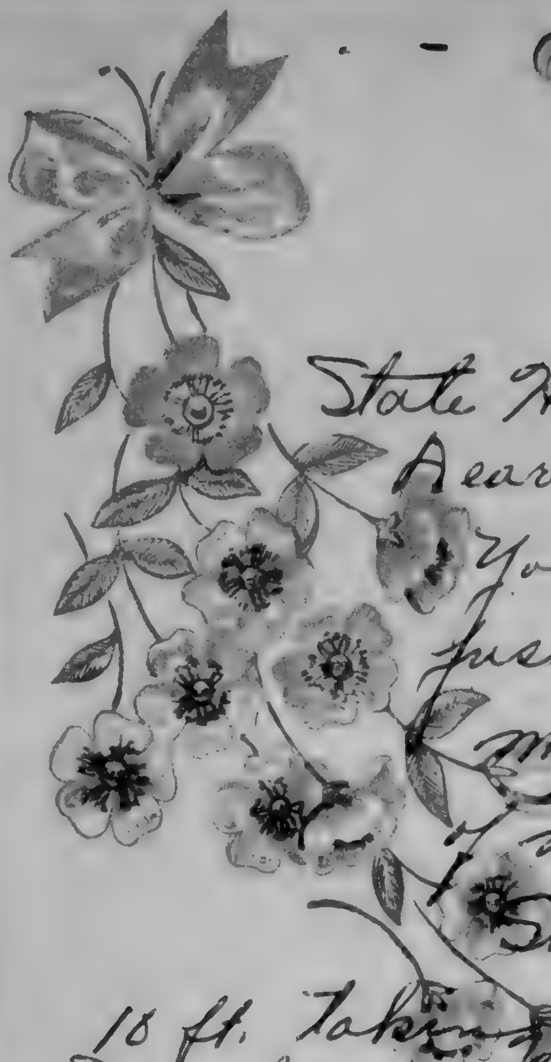
10 ft. taking that much ... al land.
I ask if the right of way would be moved over in exchange of this land. He said "No" When I ask why he didn't know.
I am asking the Highway Dept. to reconsider this, if the right of way was adequate with out this additional land, I feel I am intitled to the 10 feet in front of my barn.

Yours Truly
Mrs. W. I. Pooler
Margaret Pooler

NOTED
H. G. SMITH

PLEASE RETURN TO
W. C. WILLIAMS

15752



Joseph Oregon
June 2, 1953.

NOTED
FORREST COOPER

State Highway Dept.
Dear Mr. Baldock.

Your Mr Harold Brainerd. was just here and told me he was moving the center of road infront of my barn, (On the Joseph + Little Sheep highway) over to the south 10 ft. taking that much additional land. I ask if the right of way would be moved over in exchange of this land. He said "No" When I ask why he didn't know.

I am asking the Highway Dept. to reconsitee this, if the right of way was adequate with out this additional land, I feel I am intitled to the 10 feet infront of my barn.

Yours Truly
Mrs. W. S. Pooler
Margaret Pooler

NOTED
W. C. WIL

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
H. G. SMITH

E. K.

RECEIVED
1953
FOR FILING

5-368(7)

13956

AGENDA
JUN 2 5 1953

8a-13

June 5, 1953

Morrison & Lamping
P. O. Box 597
Walla Walla, Washington

Agenda
5-18

Gentlemen:

The State Highway Commission on May 19th accepted your proposal to perform grading and paving work on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County for the sum of $258,774.00, and on the same day awarded Contract No. 3956 to you subject to concurrence from the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

md

cc - Mr. W. M. Fransum
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

E.R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		LETTER TELEGRAM	
VICTORY LETTER		SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 5, 1953
3:45 p.m.

Morrison & Lamping

Walla Walla, Washington

The State Highway Commission today received satisfaction of condition governing award to you of contract for Joseph-Sheep Creek Hill Section of Little Sheep Creek Secondary Highway in Wallowa County for which you submitted low bid on May 19. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
JUN 8 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
53
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

June 5, 1953

[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way for Oregon Project S-238(3), Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway have been acquired, we hereby concur, as of this date, in award of contract to Morrison and Lemping of Walla Walla, Washington, low bidder in the amount of $258,774.00 at the May 19, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
JUN 8 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

[illegible]

June 5, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence, as of today, is requested in the award of contract for grading and paving work on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County, Project S-238 (3), to Morrison and Lamping of Walla Walla, Washington, on the basis of the bid of $258,774 submitted on May 19, 1953.

All rights of way required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:gs

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52316

[illegible] 2 [illegible]

3956

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1953

SUBJECT: Joseph Sheep Creek Sec.
Wallowa County

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

L

Confirming our telephone conversation, all the right of way on the above section has been cleared and as far as this departmant is concerned, the contract may be awarded.

E. Chidsey
E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC/fn

RECEIVED
JUN 5 1953
OFFICE OF
STATE HIGHWAY ENGINEER

S-238(2)

3956

RECEIVED
MAY 21 1953
FOR FILING

S-238(2)

May 20, 1953

Morrison & Lamping
P. O. Box 597
Walla Walla, Washington

Gentlemen:

The State Highway Commission on May 19, 1953 accepted your bid in the amount of $[illegible]58,774.00 for construction of 5.04 miles of grading and paving on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway east from Joseph in Wallowa County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

File

ORIGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Joseph-Sheep Creek Hill
Highway: Little Sheep Creek Sec.
County: Wallowa
Prefix: 132-1427
Res. Engr: J. C. Hiatt
Length of Project: 5.1 Miles
Stations: 0+00 to 266+38

The recommended total thickness of base course plus wearing surface is as follows:

Thickness	Stations
15"	0+00 to 106+00
17"	106+00 to 212+00
15"	212+00 to 266+38

Design data is attached.

Submitted by W. C. Hill
Soils Engineer

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
Ass't. State Highway Engr.

cc ✓Ass't. State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer (A. F. Parson)
Resident Engineer (J. C. Hiatt)
Soils Engineer
Office Engineer

5/15/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Joseph-Sheep Creek Hill **Highway:** Little Sheep Creek Sec.

County: Wallowa **Prefix:** 132-1427 **Res. Eng.:** J. C. Hiatt

Length of Project: 5.1 Miles **Stations:** 0+00 to 266+38

Location		Soil Characteristics					Required Thickness		
		% Pass			R	%		Traffic	
Station	Depth	200	LL	PI	Value	Silt	Light	Medium	Heavy
5+00	2'-3'	48.1	21	2	27.5	25.2		12½"	18½"
111+10	2'-4'	79.1	32	8	18.5	55.2		14"	21½"
141+28	6"-18"	79.3	41	14	27	49.4		12½"	18½"
176+00	1'-3'	66.3	39	6	57	31.0		8½"	9½"
205+15	1'-3'	69.0	43	13	54	37.6		8½"	9½"
270+00	1'-3'	59.9	27	4	17	34.9		14"	22"

Files

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

S-238(3)

3956

S-238 (3)

April 28, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-238(3), Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is your authority to advertise for bids.

Please submit the necessary encroachment and easement resolutions from the Joseph City Council prior to the project agreement estimate.

Award of contract will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

G. Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
MAR 6 1953
FOR FILING

S-235([illegible])

3956

3957

March 5, 1953
Salem, Oregon

Mr. Frank McKinney

Dear Mr. McKinney;

I am enclosing for your records a copy of a resolution adopting the survey of the Joseph-Hayden Gulch Section of the Little Sheep Creek State Secondary Highway in Wallowa County as you requested. This resolution was adopted by the Oregon State Highway Commission on January 6, 1953.

Respectfully yours,

Secretary

sl

RECEIVED
FOR FILING

FORM E-[illegible]X 20M 4-52
[illegible]
R/W
Little Sheep Creek Sec
3957

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27th, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. R. L. Porter
Right of Way Engineer
Office

Dear Sir:

Referring to the acquisition of right of way from Mrs. W. I. Pooler on the Joseph-Sheep Creek Section in Wallowa County, I wish to advise that Mrs. Pooler has written to the Highway Commission requesting that a cattle pass and siphon be installed on her property. This is the matter I discussed with you yesterday.

As far as the Construction Division is concerned, this matter should be handled entirely on its merits. We are not recommending anything except replacement in kind, as an inspection of the map indicates that we are following the existing centerline through the Pooler holdings very closely.

I understand that the Poolers have a small herd of cattle which they occasionally drive across the highway, and, unless I am misinformed, it would appear that the State should not be obligated to construct an expensive cattle pass, particularly when we are making virtually no change in the existing situation.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

NOTED
H. B. GLAISYER

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. RE
LA GRA
M. K. MCIVE
PORTLA

R. H. BALDOCK
STATE HIGHWAY ENGINEER
VERS
EF COUNSEL
LAISYER
CRETARY

No. 3957
By WCW

ASSIGNMENT

Date: January 26, 1953

letter of January 15 by Mrs. W. I. Pooler,
like a cattle pass on his
ph-Imnaha Highway);
ched ✓
ith _________

report

RETURN TO
WILLIAMS
signature
____
____

ceived _________

Assignme

Remarks: See letter for

MS

Mr. Glaisyer:

If you are holding a file on this, please note the attached.

m.e.

NOTED
H. B. GLAISYER

I have discussed with the local right of way agent and also had a telephone conversation with Mr. Anfield concerning the difficulties being experienced to obtain the necessary right of way on the proposed Sheep Creek construction out of Joseph.

There still seems to be considerable difficulty and the right of way agent is unable to obtain any agreement with the owner of the property that is most seriously effected. It is not my desire to start this project until the right of way question is settled in its entirety. Also, I will attempt within a few days to get the district engineer, Jack Hiatt, and the local right of way man, and we will drive up and take another look at this so that we will be sure we are doing what is proper.

In the meanwhile we would not desire to have this advertised for the April lettings but I think we will have plenty of time to decide this and our report will be coming into you within the next few days.

Sincerely,

Chas H Reynolds
Commissioner

CHR:lw

RECEIVED
FEB 26 1953
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. RE
LA GR
M. K. MCIVE
PORTL

R. H. BALDOCK
STATE HIGHWAY ENGINEER
VERS
EF COUNSEL
AISYER
CRETARY

P

No. 3957
By WCW

ASSIGNMENT

Date: **January 26, 1953**

Description: **Copy of letter of January 15 by Mrs. W. I. Pooler, of Joseph, Oregon, stating he would like a cattle pass on his place in event a fill is made in the road (Joseph-Imnaha Highway); copy of Mr. Glaisyer's reply of January 19 attached**

Acknowledged by _____ Referred to ___ Smith ✓ _______

xxx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 1-27-53 Report received ________

Remarks: See letter to Porter

MS

I have discussed with the local right of way agent and also had a telephone conversation with Mr. Anfield concerning the difficulties being experienced to obtain the necessary right of way on the proposed Sheep Creek construction out of Joseph.

There still seems to be considerable difficulty and the right of way agent is unable to obtain any agreement with the owner of the property that is most seriously effected. It is not my desire to start this project until the right of way question is settled in its entirety. Also, I will attempt within a few days to get the district engineer, Jack Hiatt, and the local right of way man, and we will drive up and take another look at this so that we will be sure we are doing what is proper.

In the meanwhile we would not desire to have this advertised for the April lettings but I think we will have plenty of time to decide this and our report will be coming into you within the next few days.

Sincerely,

Chas H Reynolds
Commissioner

CHR:lw

RECEIVED
FEB 26 1953
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

RECEIVED FOR FILING

Corr.
P(.)
Little Sheep Creek

February 25, 1953

Mr. W. C. Williams
Asst. State Highway Engineer
State Highway Building
Salem, Oregon

[illegible]
W. C. WILLIAMS

Dear Dutch,

I have discussed with the local right of way agent and also had a telephone conversation with Mr. Enfield concerning the difficulties being experienced to obtain the necessary right of way on the proposed Sheep Creek construction out of Joseph.

There still seems to be considerable difficulty and the right of way agent is unable to obtain any agreement with the owner of the property that is most seriously effected. It is not my desire to start this project until the right of way question is settled in its entirety. Also, I will attempt within a few days to get the district engineer, Jack Hiatt, and the local right of way man, and we will drive up and take another look at this so that we will be sure we are doing what is proper.

In the meanwhile we would not desire to have this advertised for the April lettings but I think we will have plenty of time to decide this and our report will be coming into you within the next few days.

Sincerely,

Chas H Reynolds
Commissioner

CHR:lw

RECEIVED
FEB 26 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Const
R/W
Little Sheep Creek Sec

January 19, 1953

Mrs. W. I. Pooler
c/o Wilson and Wilson
Attorneys at Law
Joseph, Oregon

Dear Mrs. Pooler:

This acknowledges your letter of January 15, 1953 directed to the State Highway Commission in which you request that certain facilities be provided you in connection with the construction of the Joseph-Imnaha Highway east of the city of Joseph.

I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, for his consideration in preparing the design for this highway improvement.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

WILSON AND WILSON
ATTORNEYS AT LAW
JOSEPH, OREGON

MAX WILSON
M. KEITH WILSON

January 15,1953

State Highway Commission
Salem
Oregon

Gentlemen:

It is reported that the section of the Joseph-Imnaha highway between Joseph and the end of pavement west of the Little Sheep Creek hill will be improved soon. My farm lies just east of Joseph. The present road is between my house and barn. In the event that a fill is made in the road I wish to have installed a cattle pass just west of the barn. If the fill is to be a high fill, I wish to have an underpass there so that my cattle may cross the road at this point without being endangered by traffic. If the fill at this point is not an extensive one, a pass with approaches on each side of the road permitting the cattle to cross the road will be acceptable. I also wish to have a siphon installed across the road near the top of the hill east of my barn to permit water for irrigation to be taken across the road at this point on or near the east line of my farm.

Kindly provide for these improvements on the new road and advise me of your reaction to these requests.

Yours very truly

Mrs. W. J. Poole

RECEIVED
JAN 19 1953
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISTER

ANSWERED
H. B. GLAISTER

RECEIVED
DEC 1952
FOR FILING

Const

R/W

Little Sheep Creek Sec.

December 19, 1952

Mr. R. D. McCurdy, Secretary
Enterprise Chamber of Commerce
Enterprise, Oregon

Dear Sir:

Receipt is acknowledged of a copy of a resolution passed by the Enterprise Chamber of Commerce, having reference to location for construction of the Joseph-Hayden Gulch Section of the Little Sheep Creek Secondary Highway.

We appreciate your interest and cooperation in this matter, but I must advise you that location by way of the so-called cemetery road is not a feasible or practical route. After studies extending over a long period of time, we are certain that the survey as now made is the proper routing, and if the highway is to be constructed it should be in the proper place.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. B. Glaisyer

WCW:me lg

RECEIVED
DEC 16 1952
FOR FILING

Const
[illegible]
Little Sheep Creek

December 11, 1952

Oregon State Highway Commission

Gentlemen:

Attached is a sketch map of the Little Sheep Creek Secondary Highway, on which is indicated the location survey for the section to be constructed between the town of Joseph and the end of the oiled pavement approximately five miles easterly of Joseph.

This matter will be on the next agenda, and I recommend your approval of the location survey between Stations 0+00 and 266+38.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
Enclosure
cc Mr. H. G. Smith

December 15, 1952

Mr. R. D. McCurdy, Secretary
Enterprise Chamber of Commerce
Enterprise, Oregon

Dear Mr. McCurdy:

This is to acknowledge receipt of your letter of December 10, 1952 containing a copy of the resolution adopted by your Chamber on December 9th with respect to contemplated improvements of the Little Sheep Creek Secondary Highway in Wallowa County between Joseph and Hayden Gulch.

I will bring your letter to the attention of the State Highway Engineer, Mr. R. H. Baldock, for his information in his studies of this project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme

cc: R. H. Baldock

ENTERPRISE CHAMBER OF COMMERCE

OFFICE OF THE SECRETARY

ENTERPRISE, OREGON

December 10, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

At its regular meeting on December 9, 1952, the Enterprise Chamber of Commerce passed the following resolution:

> WHEREAS, the Oregon State Highway Department contemplates certain improvements to the Joseph-Hayden Gulch section of the Little Sheep Creek Highway in Wallowa County, Oregon, now therefore,
>
> BE IT RESOLVED, that the Enterprise Chamber of Commerce go on record unanimously as follows: That if it is feasible, practical and economically sound, it be recommended that said section of said highway be relocated by way of the cemetery road through Section 35, T. 2 S., R. 45 E. W. M. and That if such route is not feasible, practical and economically sound, the route proposed by the sketch map of the Oregon State Highway Department dated November, 1952, be approved, and that the Oregon State Highway Department be urged to proceed with such improvements as soon as possible.

We hope that that this information will be of some benefit to you in making your plans for the improvement of this highway.

Sincerely yours,

A. M. Thrasher

A. M. Thrasher
President

R. D. McCurdy
Secretary

[illegible]
H. B. GLAISYER

RECEIVED
DEC 12 1952
OREGON
STATE HIGHWAY COMMISSION

P

RECEIVED
FOR FILING

[illegible]
R/W
[illegible]

December 5, 1952

Honorable Dean B. Erwin
County Judge of Wallowa County
Enterprise, Oregon

Dear Judge Erwin:

I am attaching hereto a map of a section of the Little Sheep Creek Secondary Highway, on which map is indicated the proposed location of the Joseph-Hayden Gulch Section. This is the section between the city of Joseph and the end of the present oiled pavement, a distance of approximately five miles.

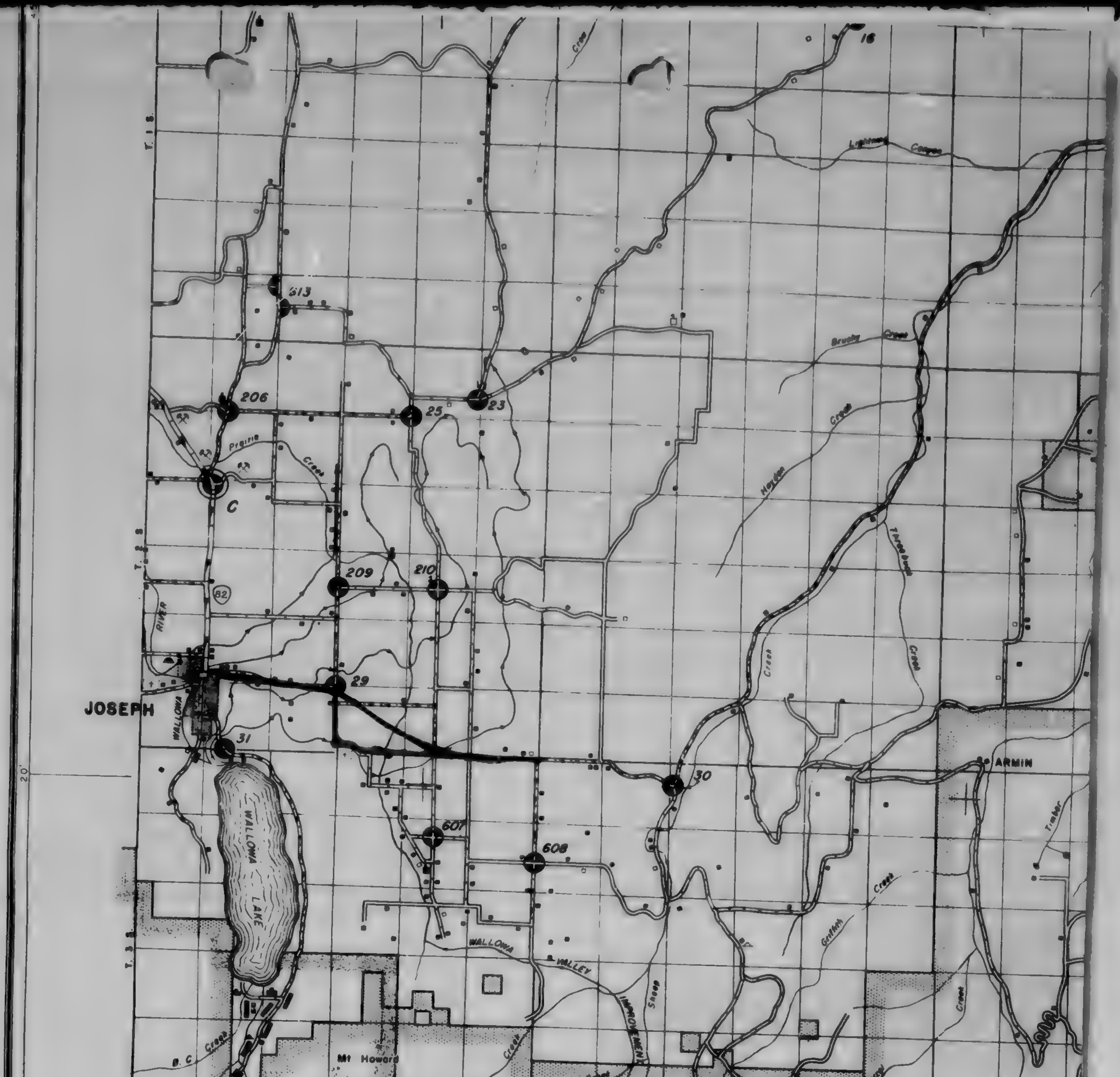
The detail plans for the project have not been prepared, but we will be pleased to furnish you a copy of the plans, if you so desire, when they are available.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.


16
Lightning Canyon
613
Brushy Creek
206
25
23
Prairie Creek
C
Haydon Creek
82
209
210
RIVER
Creek
29
JOSEPH
WALLOWA
31
30
ARMIN
WALLOWA LAKE
607
608
Timber
Griffith Creek
Creek
WALLOWA VALLEY IMPROVEMENT
Sheep Creek
B. C. Creek
Mt Howard
Creek
Ferguson Creek
Canal
Johnson Cr
WALLOWA
East Fork
Little
Creek
Adams Cr
Bonneville Mtn.
East Peaks
WALLOWA
Redmont Creek
Owl Creek
MOUNTAIN SHEEP
McCully
Little Sheep
Echo Canyon
West Fork
ANEROID LAKE
Cabin Creek
Sheep
Miller Bu
Aneroid Mtn
Salt
Creek
Jewett Lake
REFUGE
Dollar Lake
North Fork
Big
Tyee
Petes Point
NATONAL
Benny Lakes
Tyee Butte
Sentinel Peak 9500
45° 10'
North
South Fork
Mt. Nebo
F-6
Middle Fork
T. 1 S.
T. 2 S.
T. 3 S.
T. 4 S.
20'

RECEIVED
FOR FILING
3

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase and Base Design

Section: Joseph-Hayden Gulch **Highway:** Little Sheep Creek Secondary

County: Wallowa **Prefix:** 132-1427-900 **Res. Eng:** Jack Hiatt

Length of Project: 5.1 Mile **Stations:** 0+00 to 266+38.0

It is recommended that the total thicknesses of base and wearing surface be as follows:

Station 0+00 to Station 106+00 Station 212+00 to Station 266+38	- 12 inches
Station 106+00 to Station 212+00	- 14 inches

These thicknesses will accommodate medium traffic loads and frequencies and are in accordance with the thicknesses indicated on the attached design chart.

Submitted by
Ass't. Construction Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Ass't. State Highway Eng'r.

cc
Ass't. State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer V
Resident Engineer
Ass't. Construction Engineer

1/21/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase and Base Design

Section: Joseph-Hayden Gulch

Highway: Little Sheep Creek

County: Wallowa

Prefix: 132-1427-900

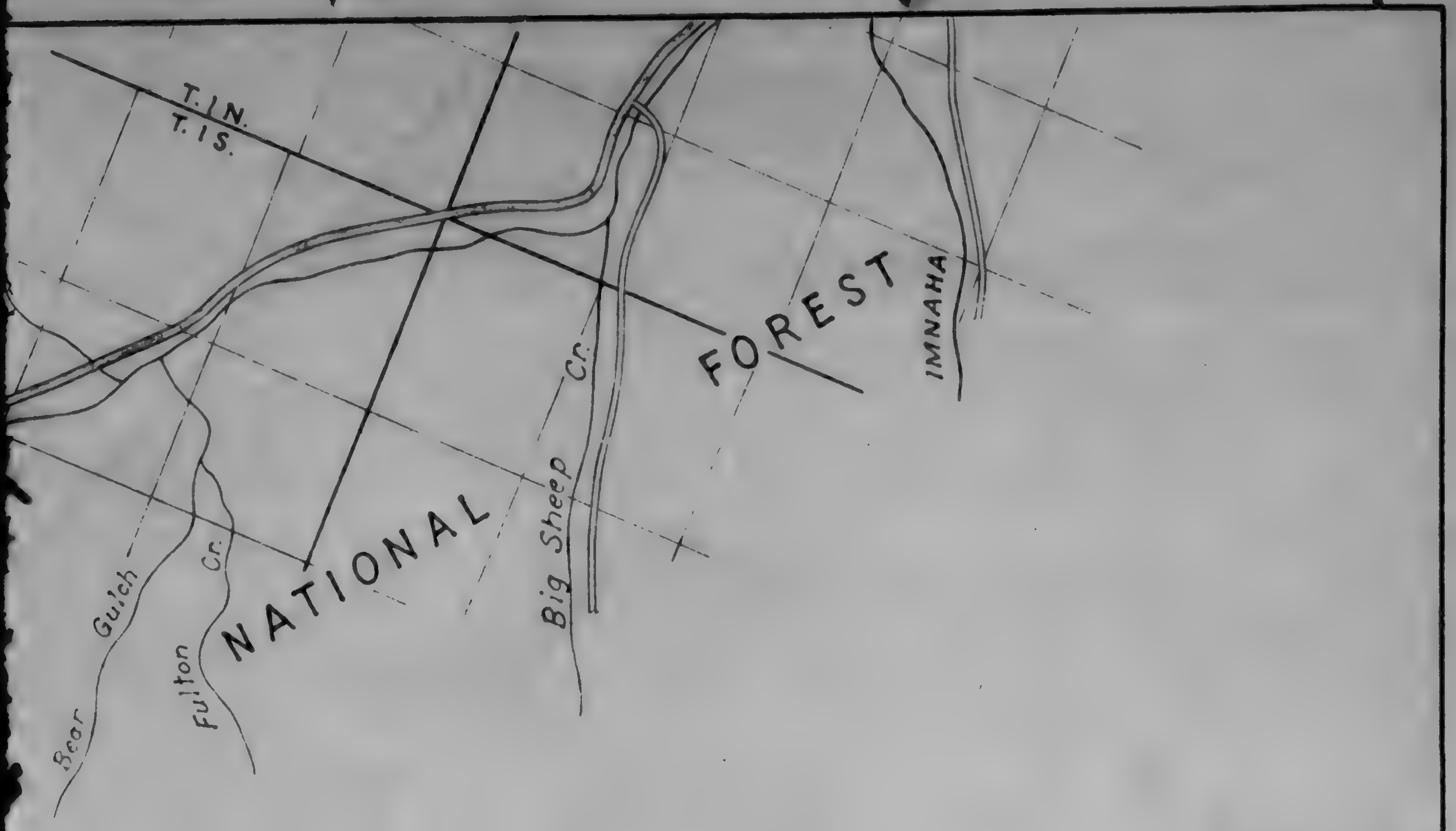
Res. Engr.: J. C. Hiatt

Length of Project: 5.1 Miles

Stations: 0+00 to 266+38.0

Location		Soil Characteristics					Required Thickness Traffic		
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Light	Medium	Heavy
5+00	?	48.1	21	2	30	25.2	8"	12"	18½"
270+00	?	59.9	27	4	19	34.9	8½"	14"	23"

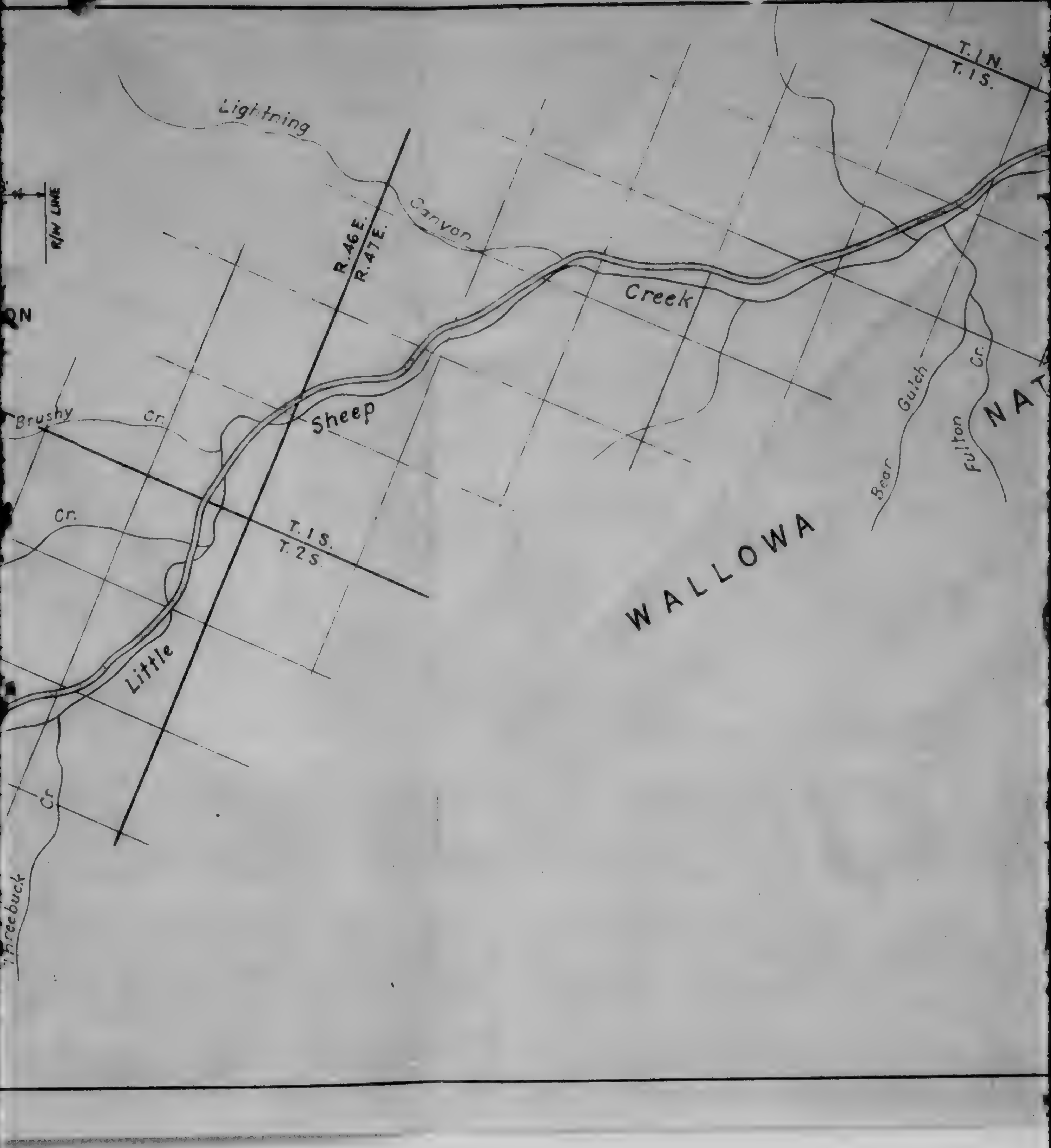
1/21/53

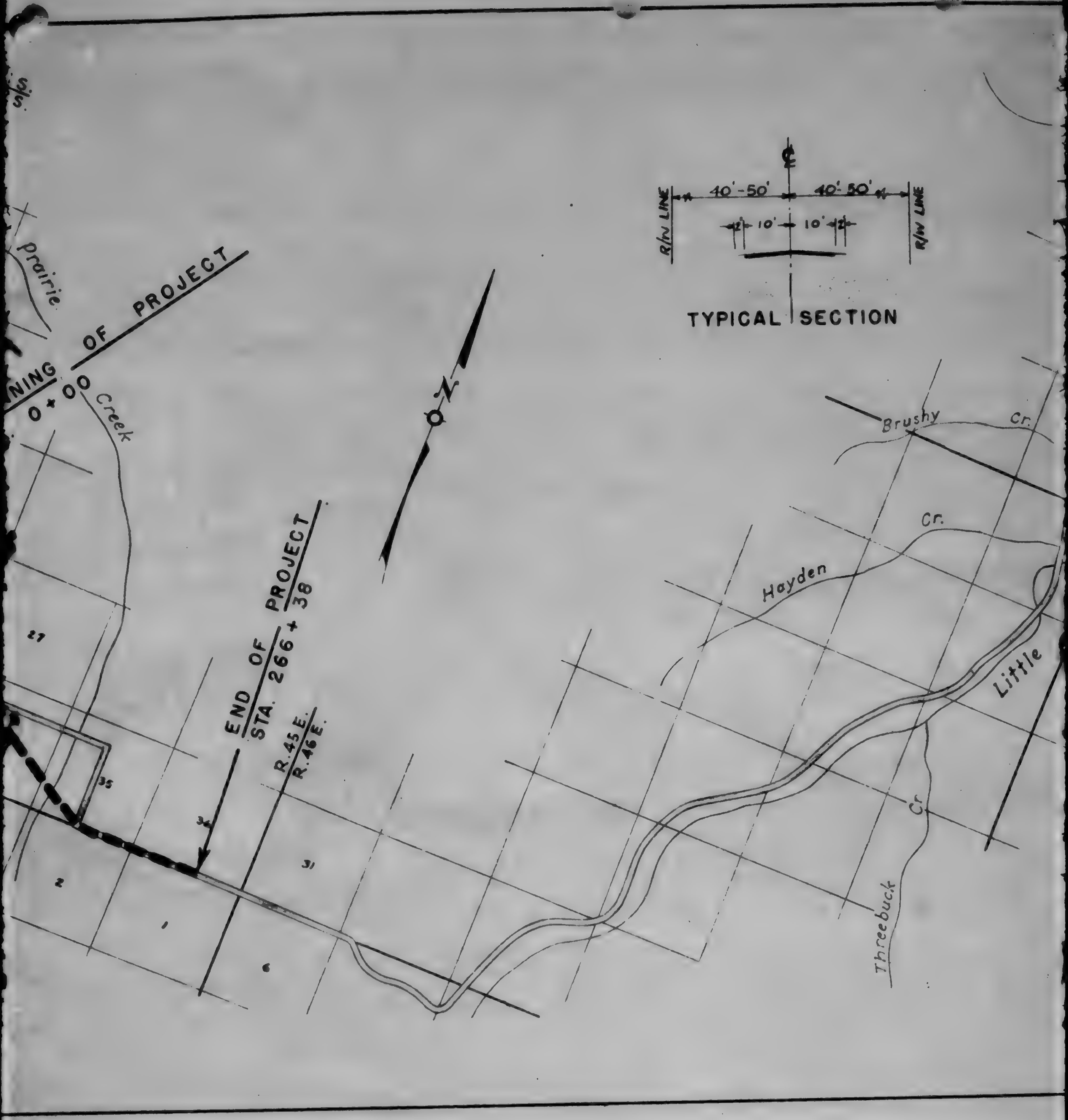

T.1N.
T.1S.
NATIONAL FOREST
IMNAHA
Big Sheep Cr.
Bear Gulch
Fulton Cr.

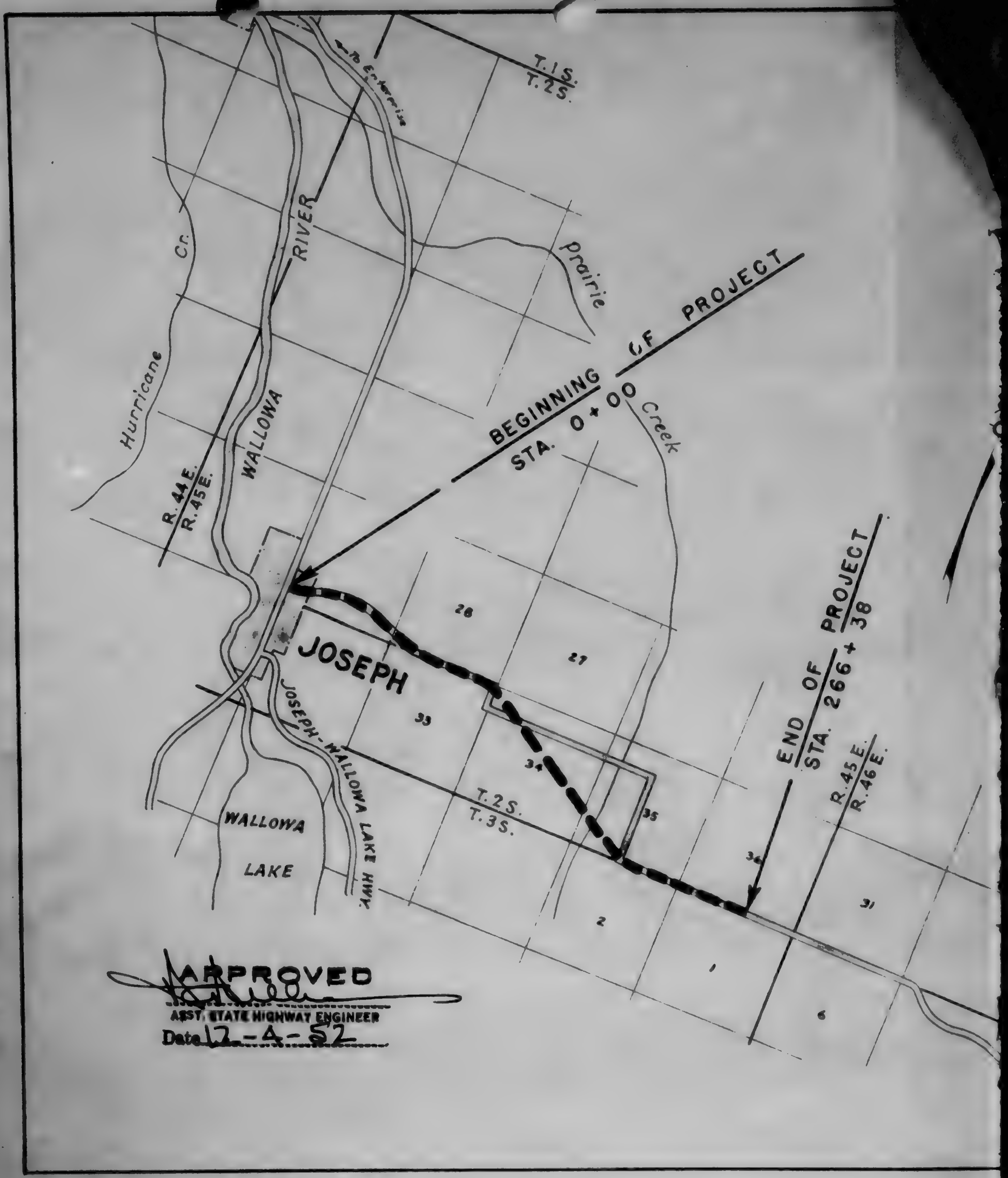
OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP

JOSEPH - HAYDEN GULCH
LITTLE SHEEP CREEK HIGHWAY
WALLOWA COUNTY

Scale 1" = 1 mile November, 1952


R/W LINE
QN
Lightning
Canyon
Creek
R.46E.
R.47E.
T.1N.
T.1S.
Brushy
Cr.
Sheep
Cr.
T.1S.
T.2S.
Little
Cr.
Threebuck
WALLOWA
NAT
Bear
Gulch
Fulton
Cr.


TYPICAL SECTION
℄
40'-50'
40'-50'
10'
10'
2'
2'
R/W LINE
R/W LINE
N
NING OF PROJECT
0+00
Prairie
Creek
END OF PROJECT
STA. 266+38
R.45 E.
R.46 E.
27
35
34
31
2
1
6
Brushy Cr.
Hayden Cr.
Little
Threebuck Cr.


To Enterprise
T.1S.
T.2S.
Hurricane Cr.
WALLOWA RIVER
Prairie Creek
R.44E.
R.45E.
BEGINNING OF PROJECT
STA. 0+00
END OF PROJECT
STA. 266+38
JOSEPH
28
27
33
34
35
36
31
2
1
6
T.2S.
T.3S.
R.45E.
R.46E.
JOSEPH-WALLOWA LAKE HWY.
WALLOWA
LAKE

APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 12-4-52

BFI-303(10) Barbur Blvd.-Boones Ferry 1953
Rd. Unit, Barbur Blvd.-White
School Sec., W. Portland-
#3957 Hubbard Hwy. [redacted]

Williams

W. C. [illegible]IAMS

9

August 24, 1956

FINAL COST ANALYSIS
Grading and Paving
Rogers Const. Co., Contractor
Lowell Johnston, Resident Engineer

Barbur Blvd.-Boones Ferry Road
Contract #3957

West Portland-Hubbard Highway
Prefix No. 26-1030-201 (41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
* 1. Clearing & Grubbing	100%	All	$20,000.00	$20,000.00	$20,000.00	$20,000.00
* 2. Struc. Excav., Unclassified	3,992.5	Cu.Yd.	2.25	2.14	8,525.03	8,983.13
* 3. General Excav., Unclassified	285,379.7	Cu.Yd.	.45	.42	120,631.59	128,420.87
* 4. Short Overhaul	1,065,838	Yd.Sta.	.0125	.0122	13,041.17	13,322.98
* 5. Long Overhaul	64,859.1	C-Yd.Sta.	.36	.358	23,241.17	23,349.28
* 6. Excav. & Place Topsoil	2,471	Cu.Yd.	.80	.80	1,976.80	1,976.80
* 7. Finish Roadbed & Slopes	3.4	Mile	1,300.00	1,300.00	4,420.00	4,420.00
* 8. Rounding Cutbanks	14,400	Lin.Ft.	.15	.146	2,100.00	2,160.00
* 9. 8" Sewer Pipe	1,128	Lin.Ft.	1.00	1.00	1,128.00	1,128.00
*10. 12" Sewer Pipe	744	Lin.Ft.	1.75	1.75	1,302.00	1,302.00
*11. 15" Sewer Pipe	1,815	Lin.Ft.	2.25	2.13	3,874.50	4,083.75
*12. 12" Concrete Pipe	1,167	Lin.Ft.	1.90	1.95	2,274.30	2,217.30
*13. 18" Concrete Pipe	2,229	Lin.Ft.	2.75	2.66	5,923.50	6,129.75
*14. 24" Concrete Pipe	36	Lin.Ft.	4.20	4.20	151.20	151.20
*15. 30" Concrete Pipe	24	Lin.Ft.	7.00	7.00	168.00	168.00
*16. 48" Concrete Pipe	100	Lin.Ft.	13.00	13.00	1,300.00	1,300.00
*17. 18" Concrete Pipe	36	Lin.Ft.	4.25	4.25	153.00	153.00
*18. Salv. Culvert Pipe	882	Lin.Ft.	2.00	1.86	1,644.00	1,764.00
*19. 8" Perf. Metal Drain Pipe	3,374	Lin.Ft.	2.00	2.00	6,748.00	6,748.00
*20. 3/8"-0 Backfill in Drains	580	Cu.Yd.	5.50	2.93	1,699.40	3.190.00
**21. Conc. Catch Basins	45	Each	70.00	60.00	2,700.00	3,150.00

Williams

FI-36

3957

August 24, 1956

Barbur Blvd.-Boones Ferry Road
Contract #3957

FINAL COST ANALYSIS
Grading and Paving
Rogers Const. Co., Contractor
Lowell Johnston, Resident Engineer

West Portland-Hubbard Highway
Prefix No. 26-1030-201 (41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
* 1. Clearing & Grubbing	100%	All	$20,000.00	$20,000.00	$20,000.00	$20,000.00
* 2. Struc. Excav., Unclassified	3,992.5	Cu.Yd.	2.25	2.14	8,525.03	8,983.13
* 3. General Excav., Unclassified	285,379.7	Cu.Yd.	.45	.42	120,631.59	128,420.87
* 4. Short Overhaul	1,065,838	Yd.Sta.	.0125	.0122	13,041.17	13,322.98
* 5. Long Overhaul	64,859.1	C-Yd.Sta.	.36	.358	23,241.17	23,349.28
* 6. Excav. & Place Topsoil	2,471	Cu.Yd.	.80	.80	1,976.80	1,976.80
* 7. Finish Roadbed & Slopes	3.4	Mile	1,300.00	1,300.00	4,420.00	4,420.00
* 8. Rounding Cutbanks	14,400	Lin.Ft.	.15	.146	2,100.00	2,160.00
* 9. 8" Sewer Pipe	1,128	Lin.Ft.	1.00	1.00	1,128.00	1,128.00
*10. 12" Sewer Pipe	744	Lin.Ft.	1.75	1.75	1,302.00	1,302.00
*11. 15" Sewer Pipe	1,815	Lin.Ft.	2.25	2.13	3,874.50	4,083.75
*12. 12" Concrete Pipe	1,167	Lin.Ft.	1.90	1.95	2,274.30	2,217.30
*13. 18" Concrete Pipe	2,229	Lin.Ft.	2.75	2.66	5,923.50	6,129.75
*14. 24" Concrete Pipe	36	Lin.Ft.	4.20	4.20	151.20	151.20
*15. 30" Concrete Pipe	24	Lin.Ft.	7.00	7.00	168.00	168.00
*16. 48" Concrete Pipe	100	Lin.Ft.	13.00	13.00	1,300.00	1,300.00
*17. 18" Concrete Pipe	36	Lin.Ft.	4.25	4.25	153.00	153.00
*18. Salv. Culvert Pipe	882	Lin.Ft.	2.00	1.86	1,644.00	1,764.00
*19. 8" Perf. Metal Drain Pipe	3,374	Lin.Ft.	2.00	2.00	6,748.00	6,748.00
*20. 3/8"-0 Backfill in Drains	580	Cu.Yd.	5.50	2.93	1,699.40	3.190.00
**21. Conc. Catch Basins	45	Each	70.00	60.00	2,700.00	3,150.00

Barbur Blvd.-Boones Ferry Road
Contract #3957

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**22. Concrete Manholes	7	Each	$250.00	$250.00	$ 1,750.00	$ 1,750.00
**23. Concrete Curbs	113.54	Cu.Yd.	40.00	38.50	4,371.29	4,541.60
***26. Metal Guard Rail	4,662.5	Lin.Ft.	2.90	2.43	11,283.25	13,521.25
***27. Corr. Metal Sight Posts	40	Each	4.50	3.75	150.00	180.00
**28. Class "A" Concrete	24.5	Cu.Yd.	75.00	70.00	1,715.00	1,837.50
**29. Metal Reinforcement	3,081	Lb.	.14	.12	369.72	431.34
30. $2\frac{1}{2}$"-0 Mat'l in Base	39,607	Cu.Yd.	1.30	1.20	47,528.40	51,489.10
31. 3/4"-0 Mat'l in Base & Shoulders	21,847	Cu.Yd.	1.30	1.20	26,216.40	28,401.10
32. Sprinkling	586.5	M/gal.	2.00	1.50	879.75	1,173.00
****33. 3/4"-0 Mat'l in Binder Course	2,129	Cu.Yd.	2.75	2.60	5,535.40	5,854.75
****34. RC-3 Asph. in Binder Course	224.94	Ton	36.00	33.12	7,450.01	8,097.84
****36. Class "B" Asph. Concrete	37,939.89	Ton	4.80	4.62	177,179.29	182,111.47
****PA-1 Asph. Concrete Traffic Markers	1,760	Lin.Ft.	2.00	2.00	3,520.00	3,520.00
**PA-1 Class "A" Concrete in Median Strip	1,236.98	Cu.Yd.	37.50	30.00	37,109.40	46,386.75
**PA-1 $\frac{1}{2}$"x7" Boat Spikes	3,560	Each	.18	.15	534.00	640.00
*PA-2 Extra Clearing & Grubbing	2.123	Acres	600.00	565.24	1,200.00	1,273.00
**PA-4 $1\frac{1}{4}$" Electrical Conduit	1,470	Lin.Ft.	1.50	1.25	1,837.50	2,205.00
PA-5 Cement Adj. in Favor of State	67.53	Bbl.	4.00			- 270.12
Force Account					3,758.29	5,447.38
					$554,092.63	$592,710.62

Work Done By:

*R. A. Heintz	Items 1 to 20 inclusive and PA-2.
**Perkins Bros.	Items 21, 22, 23, 28, 29, PA-1 Concrete Median Strip, Boat Spikes, and PA-4.
***R. & W.	Items 26 and 27.
****Babler Bros.	Items 33, 34, 36, and PA-1 Traffic Markers

Gross Revenue	$592,710.62
Total Cost	554,092.63
Net Profit	$ 38,617.99

Net Profit Equals 6.5% of Gross Revenue

Detail of Cost

Labor:		
Labor	$ 32,879.90	
Labor Insurance	1,901.86	
		$ 34,781.76
Equipment Rental and Misc. Supplies:		
Equipment Rental, Owned	37,202.36	
Equipment Rental, Hired	32,323.40	
Gas, Oil and Grease	3,355.04	
Bond	185.40	
Freight, Move In and Cartage	1,060.40	
P.L. and P.D.	614.92	
Misc. Supplies & Small Tools	1,482.36	
Home Office and Overhead	2,000.00	
Power and Lights	1,704.75	
		79,928.63
Work Done By:		
*R. A. Heintz Const. Co.	217,710.82	
**Perkins Bros.	48,549.41	
***Babler Bros.	168,865.47	
****Roland & Williams	4,256.25	
		439,381.95
Total Cost......		$554,092.63

Remarks:

This was a "Federal Aid Project" calling for widening of 3.40 miles of main highway roadbed and construction of 4.61 miles of connecting legs and frontage roads (involving approximately 250,000 cu. yds. of excavation), extension of one reinforced concrete box culvert, construction of rockbase and shoulders on the main highway, connecting legs and frontage roads (involving approximately 40,200 cu. yds. of crushed materials), construction of asphaltic concrete pavement on main highway roadbed and on connecting legs (involving approximately 28,200 tons of asphaltic concrete), construction of type 0-9 oil mat wearing surface on frontage roads, and construction of concrete curbs and traffic dividers.

Bids were received May 19, 1953 and contract was awarded June 23, 1953. Clearing began June 3, 1953 and work was completed October 6, 1954.

Items 1 to 20 inclusive were done by R. A. Heintz Construction Co.

Items 21, 22, 23, 28, 29 and Class "A" concrete and boat spikes in PA-1 were done by Perkins Bros.

Items 26 and 27 were done by Roland and Williams.

Items 33, 34, 36 and PA-1 traffic markers were done by Babler Bros.

Crushing plant started producing aggregate December 9, 1953 and finished August 27, 1954. All the aggregate for asphaltic concrete was manufactured at gravel deposit on Lower Boones Ferry Road connection. Extremely rainy weather and several large breakdowns slowed the plant down considerably.

Babler Bros. started paving July 6, 1954. Both Contracts No. 3957 and 3853 were mixed and hauled from the same plant set, and paving was completed October 6, 1954.

Excellent supervision and good equipment contributed to fair profit.

Maurice N. Juve
Chief Cost Analyst

By . . . Harry R. Sturgis

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 4, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3957	23 Final	Rogers Construction, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9126	B-149986	$ 18,218.58	5/4/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Sept. 30, 1955

Completion Date: Sept. 30, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-4-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 4 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 2 - 1956
FOR FILING

[illegible]
3957

Salem, Oregon
May 2, 1956

Project Authorization for
Contract No. 3957

Mr. Lowell A. Johnston
Resident Highway Engineer
Portland, Oregon

At its meeting held on April 26, 1956, the Oregon State Highway Commission approved an additional increase of $36,000 in project authorization for Contract No. 3957, Barbur Boulevard-Boones Ferry Road Unit, Barbur Blvd.-White School Section of the West Portland-Hubbard (Portland-Salem Expressway) in Multnomah, Washington and Clackamas Counties.

The present project authorization is $659,126.69.

S. H. Probert
Office Engineer

DBP:bb

cc: A. S. Skelton

RECEIVED
APR 18 1956
FOR FILING

[illegible]

[illegible]

April 18, 1956

CERTIFIED MAIL

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3957 for work performed on the Barbur Blvd.-Boones Ferry Road Unit, Barbur Blvd.-White School Section of the West Portland-Hubbard Highway in Multnomah County was completed by the contractor, Rogers Construction, Inc., on September 30, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $18,218.58 will be released to the contractor on or after April 28, 1956. The total contract amount is $592,710.62, of which amount $5,447.38 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

RECEIVED
MAR 30 1956
FOR FILING

B-1 303(12)
3957

March 30, 1956

Oregon State Highway Commission

Gentlemen:

In the compilation of final figures on Contract No. 3957, Harbor Boulevard-Boones Ferry Road Unit, Harbor Boulevard-White School Section of the Portland-Salem Freeway, we find that the final costs are 3.69 per cent in excess of the project authorization, which means that they are 0.69 of one per cent above your limits for overrun without specific authority.

The main reason for the overrun was the necessity of placing wider and thicker pavement than was provided for at the time of the original contract letting.

This matter will be on the next agenda, and I respectfully request your approval of additional project authorization on Contract No. 3957 in the amount of $36,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. Forrest Cooper
WCW:Mr. G. H. Maison

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FEB 2 1956
FOR FILING.

[illegible]

3957

February 28, 1956

CERTIFIED MAIL

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc. on contract No. 3957, for grading and paving on the Barbur Blvd.-Boones Ferry Road Unit, Barbur Blvd.-White School Section of the West Portland-Hubbard Highway in Multnomah, Washington and Clackamas Counties.

This payment, in the amount of $1,972.92, will be released to the contractor on or after March 9, 1956. The retained percentage is $17,767.79.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

TED ON CARD

Form No. E-372—10M—7-55

BFI-363 (10)

REGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name: Barbur Blvd.-Boones Ferry Road Unit Barbur Blvd.-White School Section
Date: December 21, 1955

Highway: West Portland - Hubbard
Contract No.: 3957

County: Mult., Wn. & Clack.
Kind of Work: Grading and Paving
Contractor: Rogers Construction, Inc.

Contract Amount: $478,685.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
3. General Excavation, Unclass.	35,379.7	0.45	$ 15,920.87
12. 12-inch Concrete Pipe	867	1.90	1,647.30
19. 6-inch Perf. Drain Pipe	3,304	2.00	6,608.00
20. 3/8"-0" Backfill in Drains	570	5.50	3,135.00
26. Metal Guard Rail	2,062.5	2.90	5,981.25
30. 2½"-0" Mat'l in Base	9,625	1.30	12,512.50
31. 3/4"-0" Mat'l in Base & Should.	11,647	1.30	15,141.10
33. 3/4"-0" Mat'l in Binder Course	699	2.75	1,922.25
36. Class "B" Asphaltic Conc.	9,739.14	4.80	46,747.87
Minor items, unitemized algebraic total			- 55,171.73

Subtotal: Overrun $54,444.52

Approved work orders (Price, extra work and state force orders): $82,292.50

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
S.F.O. Acc't # 238 & 271: Seeding and Planting	- $ 8,684.11
Minor items, unitemized algebraic total	- 146.06

Subtotal: Underrun - $8,830.17

Authorization for engineering: $39,120.12

Expected over-run or under-run of engineering authorization: Overrun + $12,879.88

Costs not included above (explain): $None

Allowance for future contingencies (______% of work remaining): $

Credits to come from transfers and deductions: $

Present estimate of project cost: $658,592.93

Brief Statement of principal causes of over-run:

Principal causes of over-run was due to the increased amount of stripping required in the gravel pit at Lower Boones Ferry Road, the required usage of additional base rock on the job and over-run of Class "B" asphaltic concrete used on the job.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization: $623,126.69

Present estimate of project cost: $658,592.93

Expected over-run (Amount): $35,465.66

Expected over-run (per cent): 5.69 %

Space to right of this line is for use of Salem office.

Submitted by: Lowell J. Johnston, Resident Engineer

Confirmed by: A. E. Johnson, Assistant Division Engineer

Noted by: L. W. Young, Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
DEC 14 1955
FOR FILING
OREGON DISTRICT
[illegible]
[illegible]
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

December 13, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-303(10)
Barbur Boulevard-Boones Ferry
Road Unit - State Contract No.
3957 - Time Extension

Dear Sir:

In our reply dated October 25, 1955 to your letter dated October 21, concerning a time extension on your Contract No. 3957, we inadvertently used the project number BFI-303(11). Likewise, in your request the project number was incorrectly stated as being BFI-303(11).

Please correct the project number in your copies of the letters.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

NOTED
E. A. PEASE

RECEIVED
DEC 14 1955
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
OCT 25 1955
FOR FILING

BFI-303(10)
3957

October 21st, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Barbur Boulevard-Boones Ferry Road Contract #3957, Oregon BFI-303(1X),0 from September 30th, 1954 to September 30th, 1955 to the Rogers Construction Co., contractors.

Work on this project was delayed because bridge construction under separate contract was not completed until July 1955. The majority of the work was completed in 1954, and the section was opened to traffic in October of that year. The items of work remaining were minor and were taken care of as soon as the bridge construction was completed.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

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FORM [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

BH-303(10)
3957

November 22, 1955

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30, 1954 to September 30, 1955 within which to complete your contract No. 3957, covering the Barbur Blvd.-Boones Ferry Road Unit, Barbur Blvd.-White School Section of the West Portland-Hubbard Highway in Multnomah, Washington and Clackamas Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

Forrest Cooper,
Construction Engineer

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OCT 28 1955
FOR FILING

FFI-2-(1)
3957

October 27, 1955

Request for extension of time
No. 31
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rogers Construction, Inc. for an extension of time on the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section, Contract No. 3957, from September 30, 1954 to September 30, 1955.

Work on this project was delayed because bridge construction under a separate contract was not completed until July 1955. The majority of this contract was completed in 1954, and the section was opened to traffic in October of that year. The items of work remaining were minor and were taken care of as soon as the bridge construction was completed.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in that recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
OCT 14 1955
FOR FILING

BFI-303(10)
3957

October 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 30, 1955 on Contract No. 3957, Barbur Blvd.-Boones Ferry Road Unit, Barbur Blvd.-White School Section, in Multnomah, Washington and Clackamas Counties, in connection with Federal Aid Project No. BFI-303(10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DGP:ch

711

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Barbur Blvd.-Boones Ferry Road Unit

Section Barbur Blvd.-White School

Highway Portland-Salem Expressway West Portland-Hubbard

Contractor Rogers Construction, Inc.

Date of contract June 23, 1953

Date work started June 3, 1953

Project authorization $623,196.69

Exclusive of Engineering $584,006.57

For Week Ending July 30, 1955

Kind of work Grading and Paving

Section prefix 26-1030

Contract number 3957

Date of completion September 30, 1954

Estimated date of completion July 30, 1955

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $609,486.04

Per cent of contract completed, based on total contract price 99%

Engineering authorization $39,100.12

Engineering cost to date $42,250, 100%

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete except for about 500 lineal feet of concrete median strip on the North end of the project, station 22 ∤ 65.28 to 27 ∤ 22.

This cannot be poured until the Barbur Blvd. Junction Unit Job is completed and traffic is rerouted which should be August 31, 1955.

NOTED
OSCAR CUTLER

RECEIVED
AUG 2 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell A. Johnston

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed				235T	37,764.27T
Total estimated quantities	300,000	61,100		235T	37,764.27T
Estimated quantities moved or placed to date	300,000	61,100	8 8		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	1	4
Men	3						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Rain		
Wednesday	"		
Thursday	Cloudy		
Friday	"		
Saturday	Fair		

RECEIVED
APR 26 1955

file

ROGERS CONSTRUCTION, INC.
General Road Contractors

KPI - 323 (11)
3957

11760 N. E. Glisan
Portland, Oregon
April 21, 1955

Oregon State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: W. C. Williams

Subject: Contract No. 3957

NOTED
H. G. SMITH

Gentlemen:

This will confirm our verbal conversation of April 11, 1955 and authorizes you to deduct from our final estimate the amounts for specified work in accordance with our discussion of the subject on that date.

We wish to point out that this does not mean we agree with this under any circumstances as we do not feel this is our responsibility and think the State is making a mistake by insisting on this type of procedure. Should contractors be held responsible for their work six months after completion, they will be compelled to increase bids to take care of such conditions.

The Highway Commission of Oregon has done an outstanding job of building roads with limited funds and many times have taken calculated risks on the choice of materials used -- which I consider to be the nature of this case.

There was some pit run material used on the road in question against our wishes. We feel had crushed material been used instead, for which we quoted a price considered too high by the Commission, the trouble of break-up could have been avoided. On the other hand, had you required the material to be hauled from a different source, I believe the contract would have cost an additional \$200,000.00. The expense of patching break-up areas will be nominal by comparison. I am of the opinion that you could show anyone you were correct in taking this calculated risk on the basis of the amount of patching required as there are many miles of road requiring no patching. The result of your decision was sound with a savings of at least \$175,000.00 to Oregon taxpayers.

I believe it is right for the State to take a certain amount of calculated risks on their jobs where they can make this type of saving but I also believe if the contractor doing the work is to be held accountable for the result of such calculated risks, then he in turn should be entitled to additional compensation. I think it unfair to pick out a portion of a road constructed of comparable material and hold the con-

NOTED
FORREST COOPER

tractor responsible when the greater part of the road is not effected by break-up conditions.

We worked overtime and did everything within our power to cooperate with the State in its desire to open the road for public traffic -- at an additional cost to us. The road actually was opened before the completion of the shoulders.

It is an accepted fact that the completion of our contracted work was dependent upon the progress of the bridge program -- which I understand now will not be completed until the latter part of May 1955 -- and it was our understanding with the Highway Department last fall that this portion of the contract would be finaled and the remaining portion completed by State forces.

In conclusion, I would like to point out that this type of procedure will create an additional cost to the State. I also feel the State should take certain calculated risks where substantial saving to the State is possible.

Yours very truly,

ROGERS CONSTRUCTION INC.

W. R. Rogers

WRR:ec

cc: A. G. Skelton

RECEIVED
APR 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 12 1955
FOR FILING

2

FORM E30—50M—10-54—79485

303(1)

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 6th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with your scheduled meeting of this week with the contractors on the Barbur Boulevard-Lower Boones Ferry Road Section of the Portland-Salem Expressway, I thought the enclosed summary of repairs to this expressway by our maintenance forces would be of interest. You will note that our repairs through March 31, 1955 amount to approximately $6650.00, and that our estimate of additional repairs, including proposed work by our paving crew, would bring the total estimated cost to $16,000.00.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. G. Smith
E. A. Collier
A. E. Johnson

RECEIVED
APR 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—10-54—78488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 5th,1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
OFFICE

Dear Sir:

Following is a tabulation of costs for digging out failure spots, re-basing where required, installing performated drain pipe at failure spots where deemed necessary, and patching on the West Portland-Salem Expressway, Barbur Boulevard to Lower Boones Ferry Road Section. The following are costs through March, including December charges against our current budget.

Labor			
	December 1954	$ 455.12	
	January 1955	486.12	
	February 1955	1197.04	
	March 1955	1292.06	$ 3,430.34
Equipment Rentals			
	December 1954	$ 362.10	
	January 1955	240.90	
	February 1955	267.60	
	March 1955	361.90	$ 1,232.50
Materials			
	Base Rock	$ 164.13	
	Perforated Pipe	150.68	
	Hotstuff	1538.19	
	Propane	23.50	
	Gas & Oil	118.00	$ 1,994.50
			$ 6,657.34

Due to settlements over the old shoulder in the outer lane, and necessary patching over repaired sections, it is estimated, conservatively, that an additional 500 tons of hotstuff will be required by the paving crew. It is expected that there will be additional patching in future months this summer.

It is expected, therefore, that repair costs will be:

Expenditures to April 1st	$ 6,657.00
500 tons additional hotstuff	5,000.00
Additional repairs	4,343.00
Total	$16,000.00

Yours very truly,

A. E. JOHNSON
District Maintenance Superintendent

RECEIVED
JAN 17 1955
FOR FILING

January 17, 1955

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction, Inc. a portion of the funds heretofore retained by the Commission on contract No. 3957, covering the Barbur Blvd-Boones Ferry Road Unit, Barbur Blvd.-White School Section of the West Portland-Hubbard Highway in Multnomah, Washington and Clackamas Counties.

This payment in the amount of $22,858.02 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $17,295.99. The present payment will be released on or after January 27, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

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DEC 28 1954
FOR FILING

BTI-300(m)
3957

Salem, Oregon
December 24, 1954

Contract No. 3957

Mr. R. H. Baldock

I refer the attached to you for consideration.

It is my considered opinion that it would be entirely inimical to the interests of the State to release the contractor from the paving work yet to be done at the bridge structures (traffic interchanges not now completed) and do the same by state forces. You will note that the amount of work to be performed as per contract price is $16,428, and it is estimated that it would cost $22,680 to do the work by state forces. This would result in an increased cost to the State of over $6,000, which I do not believe we can legally assume, and I also question our authority to perform this amount of work as it could not be broken down into more than two locations, the two being the Haines interchange and the Bonita Road interchange.

As I will be absent from the office next week, will you please advise Mr. Smith of the action you wish to take in this matter. I recommend that the contractor not be released until the work is completed, realizing, of course, that delay has been much longer than he could have had reason to anticipate.

W. C. Williams

WCW:me

Encl.

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NOV 1 1954
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FI I - 303(10)
FORM E-30X—50M—6-54—70186

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1954

SUBJECT:

Memo to the File:

NOTED
W. C. WILLIAMS

The Barbur Boulevard-Willamette River Section of the West Portland Expressway is to be opened to traffic at 2 P.M., Friday, October 29.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc: W. C. Williams
W. W. Stiffler
A. G. Skelton
E. A. Collier

RECEIVED
AUG 26 1954
FOR FILING

August 25, 1954

Mrs. A. R. Schulz
Route 1, Box 338
Lake Grove, Oregon

Dear Mrs. Schulz:

In reply to your letter of August 5, directed to the City of Portland and referring to some damage caused to your car by hitting a manhole on Barbur Boulevard, I wish to advise that this project, which is on a state highway, was constructed by the Rogers Construction Company, whose address is 11760 N. E. Glisan Street, Portland 16, Oregon. Your claim should be directed to them as they are responsible for any damage attributable to the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. Cooper

FC:js fp

CITY OF PORTLAND, OREGON

MENT OF PUBLIC WORKS

JOHN L. CARPENTER
CHAIRMAN

MRS. R. H. WALTER
VICE CHAIRMAN

MAIL:
414 CITY HALL
PORTLAND 4, OREGON

OFFICE:
526 S. W. MILL STREET
ATWATER 6141

COMMISSION MEMBERS:
JOHN N. ADAMS
JOHN A. CORENBAUM
HAROLD B. LARSON
WM. A. OLIVER
ROBERT L. RAU
M. E. STEELE
WALKER M. TREECE

ASSIGNMENT

Date: Aug. 10, 1954 No. 6.22 By RHB

Description: Letter 8-5-54 from Mrs. A. R. (Gene D.) Schulz, Rte. 1, Box 338, Lake Grove, Oregon, to City of Portland, referred to Hwy. Dept. on 8-9-54, regarding damage to tire by striking manhole on Barbur Blvd. construction.

Acknowledged by_____ Referred to COOPER

— Investigate and report with recommendation
— Such action as necessary and report
— Comment or recommendation
XX Return with rough draft of reply
— Prepare reply for signature of Mr._____
— Contact correspondent and report

Remarks:

Executed 8-24-54 Report Received_____

1954

Mrs.
ove, Oregon,
ulevard

her letter

r

WJW:gs
Enc.

RECEIVED
AUG 10 1954

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
WM. A. BOWES, COMMISSIONER

JOHN L. CARPENTER
CHAIRMAN
MRS. R. H. WALTER
VICE CHAIRMAN

MAIL:
414 CITY HALL
PORTLAND 4, OREGON
OFFICE:
526 S. W. MILL STREET
ATWATER 6141

COMMISSION MEMBERS:
JOHN N. ADAMS
JOHN A. CORENBAUM
HAROLD B. LARSON
WM. A. OLIVER
ROBERT L. RAU
M. E. STEELE
WALKER M. TREECE

TRAFFIC SAFETY COMMISSION
W. J. WELLER, DIRECTOR

August 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Baldock:

Enclosed is a communication from Mrs. Gene D. Schulz, Route 1, Box 338, Lake Grove, Oregon, relating her experience on S.W. Barbur Boulevard during the recent construction work.

I have informed Mrs. Schulz that her letter has been forwarded to you.

Sincerely,

W J Weller
W. J. Weller
Director

WJW:gs
Enc.

RECEIVED
AUG 10 1954
[illegible]

August 5, 1954

City of Portland
City Council
Portland, Oregon

Att'n: Mr. Weller

Gentlemen:

I have been advised to write you regarding an expense I was put to due to hitting a manhole on Barbur Blvd. during your recent paving operations. This happened to be the last or next to last one - I can't remember which coming in from Lake Grove. During the paving operations I was careful to watch out for these since I knew they weren't paved. However, this particular morning they were paved with the exception of this one only, so naturally since all of the preceding ones were paved, it never occurred to me that this one wouldn't be, too. At any rate, I was practically on top of it before I noticed it - for your information, there was no flare, no slow sign, no barrier of any kind indicating that there was any flaw or dangerous spot in the pavement. Unfortunately, for me, I just happened to hit it right with the result that it cost me $6.00 for wheel alignment and I had to buy a new tire - in this instance they had no new ones in stock to match mine so I bought a recap at $11.30.

Since I have been driving for 28 years without even a traffic ticket, I feel that the city should stand some portion of my expense as I consider myself a good driver. I drive a 1953 DeSoto Firedome with not very much mileage on it so you can see my tires weren't old worn-out ones that I'm trying to replace at city expense.

In the instance of the tire, the impact broke the casing, and while I drove the car for a little while with it on - I was informed that it was a wonder I didn't have a blow-out. The wheels were so far out of line that in two weeks the tread wore off on the inside of the tires. Since I don't normally travel more than 45 miles an hour, it wasn't until I passed that speed that the car started to shimmy.

Well, by this time, you are probably bored with my story so won't say any more except that I would appreciate having your comments.

Yours very truly,

Gene Duncan Schulz

(Mrs. A. R.) Gene Duncan Schulz
Rte 1 Box 338 - Lake Grove, Oregon

AUG 6 1954

RECEIVED
AUG 1 9 1954
FOR FILING

August 18, 1954

Oregon State Highway Commission

Gentlemen:

In the construction of the Harbor Boulevard-Boones Ferry Road Unit of the Salem-Portland Expressway we find that the project authorization will be overrun approximately $73,000, which is 13.3 per cent over the authorization.

This overrun was caused principally by increasing the thickness of the pavement from 3½ inches to 4 inches and providing paved shoulders, which cost $37,000 in excess of the original plans. Excavation overran approximately $20,000 by reason of inferior material being encountered that it was necessary to waste, causing extra materials to be borrowed for replacement. Additional overrun was in clearing and grubbing which was necessary to provide for the additional borrow areas, the installation of a considerable amount of perforated pipe to drain springs encountered in the construction, and other items, causing a total overrun of $73,000.

This matter will be on the next agenda, and it is respectfully requested that you grant additional project authorization in the amount of $73,000 on Contract No. 3957, Harbor Boulevard-Boones Ferry Road Unit of the Salem-Portland Expressway.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me 1g

FORM E-123 50M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

file

BFI-303(10)

3957

July 1, 1954

NOTED
W. C. WILLIAMS

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Re: Contract No. 3957

Gentlemen:

We have received several complaints from Mr. Irving L. Larson, Route 3, Box 479, Tigard, Oregon, relative to damage to his home allegedly resulting from blasting operations conducted in connection with the above contract. We have also been advised by Mr. Larson that your insurance carrier has made no serious effort to settle his claim.

We have no desire to interfere with negotiations of yours or your insurance company with respect to matters of this kind. We do feel it proper, however, to point out that the obligation to settle claims rests upon your company, and if your insurance carrier fails to make appropriate settlement it will be necessary for your company to handle the matter. It is respectfully suggested that you contact your insurance carrier with the request that the claim of Mr. Larson be settled at the earliest possible date, either by payment or by rejection of the same.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh
cc - W. C. Williams

Copy mailed to
Irving L. Larson
[illegible]
[illegible]

RECEIVED
FOR FILING

[illegible]

3957

Salem, Oregon
June 22, 1954

Mr. C. W. Enfield

I hand you herewith a file having reference to a claim of Irving L. Larson, of Tigard, for damages to his residence by reason of blasting on Contract No. 3957, Barbur Boulevard-Boones Ferry Road Unit, which is under contract to the Rogers Construction Company.

In reviewing this file, it appears to me that possibly the insurance people are not giving just consideration and are more or less, as Mr. Larson states, giving him the "run around."

I would appreciate your reviewing this and taking such action as is necessary to more forcibly bring to the attention of the insurance company the necessity of settling this claim or setting forth definite reasons why no settlement will be made.

W. C. Williams

WCW:me

Encl.

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21st, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

RECEIVED
JUN 21 1954
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith considerable correspondence initiated by Irving L. Larson of Tigard relative to damage to his property by blasting on the Barbur Blvd.-Boones Ferry Road Unit under contract to the Rogers Construction Co., Contract ~~#3597~~. 3957

In Mr. Larson's letter he mentions the fact that the legal title is vested in the State of Oregon by a G. I. home loan and suggests that the matter should be investigated by the State Insurance Commissioner, as he feels that the contractor's insurance people are merely giving him the run-around.

The contractors all carry insurance against blasting, but there has been considerable criticism in late years about the attitude of their insurance companies, so it may be within the duties of the State Insurance Commissioner to investigate such complaints. I would recommend that our Legal Division give it some consideration to see whether they wish to refer it to the Insurance Commissioner.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21st, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

RECEIVED
JUN 21 1954
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

L

Dear Sir:

Herewith considerable correspondence initiated by Irving L. Larson of Tigard relative to damage to his property by blasting on the Barbur Blvd.-Boones Ferry Road Unit under contract to the Rogers Construction Co., Contract ~~#3597~~. 3957

In Mr. Larson's letter he mentions the fact that the legal title is vested in the State of Oregon by a G. I. home loan and suggests that the matter should be investigated by the State Insurance Commissioner, as he feels that the contractor's insurance people are merely giving him the run-around.

The contractors all carry insurance against blasting, but there has been considerable criticism in late years about the attitude of their insurance companies, so it may be within the duties of the State Insurance Commissioner to investigate such complaints. I would recommend that our Legal Division give it some consideration to see whether they wish to refer it to the Insurance Commissioner.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 25M 9-51 92319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT

Portland, Oregon
June 17th, 1954

To:

Damage to Irving L. Larson Home
Barbur Blvd.-Boones Ferry Road Project

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith copy of L. A. Johnston's letter of June 11th to myself, concerning letters of April 15th and June 4, 1954 from Mr. Irving L. Larson of Route 3, Box 479, Tigard, Oregon addressed to himself. This correspondence concerns alleged damage to his home by blasting operations on the Barbur Boulevard-Boones Ferry Road Unit of the West Portland-Salem Expressway under contract to Rogers Construction Company, contract No. 3957. You will note that copies of these letters from Mr. Larson have been forwarded by Lowell Johnston to the Rogers Construction Company for necessary action. This correspondence is forwarded for your information and such action, if any, you feel is required.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: L. A. Johnston

FORM E-90 25M 9-51 55315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 11th, 1954
SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
Office

Dear Sir:

Under date of April 15, 1954 Mr. Irving Larson wrote to me in regard to damage to his fireplace, which he claimed was the result of blasting on the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section, and which is under contract to Rogers Construction Company, contract No. 3957. Under date of April 19, 1954 a copy of Mr. Larson's letter was sent to Rogers Construction Company with the request that the matter be taken up with their insurance company. Some time later the insurance company representative contacted Mr. Larson in regard to the damage.

Under date of June 4, 1954 Mr. Larson again wrote me in regard to the damage claimed by him to his fireplace, and in this letter he states that the insurance company representative advised him that they did not intend to pay any damages, and that the insurance company claim the fireplace damage was the result of an earthquake. In Mr. Larson's letter of June 4th he requests that we take the matter up with our Legal Department to determine if they will take any action in the matter.

Mr. Larson's letter of June 4th is being sent to Rogers Construction Company as of this date. This letter is also being sent to you for whatever action you consider appropriate.

Yours very truly,

LOWELL A. JOHNSTON
Resident Engineer

LAJ:w
Encl.

C
O
P
Y

Tigard, Oregon
June 4, 1954

Lowell A. Johnston, Resident Engineer
Oregon State Highway Commission
Box 4699
Portland 2, Oregon

Dear Mr. Johnston: Re: Damage to my home from blasting by contractor

Reference is made to our telephone conversation today as well as to our telephone conversation on or about April 9, 1954, my letter dated April 15, 1954 (which I understand was forwarded to Rogers Construction Company then to R. A. Heintz Construction Company then to the United Pacific Insurance Co) and also to my telephone conversation with you the morning after the immense blast of May 4, 1954, which showered the countryside with boulders.

Numerous telephone conversations during the last few weeks with a Mr. Pete Cherigino, representative of the insurance company, led me to believe that "the insurance company would play fair and pay me for the damage to my home as a result of the blasting as soon as they gather all the facts and figures".

Now during the last two or three days telephone conversation with a Mr. Boyle also of the insurance company sound as though they intend to not pay me for damages resulting from the blasting. As a matter of fact Mr. Boyle even suggested that an earthquake might have caused the damage which is absurd. No one around here even heard of an earthquake for several years. Most of the damage for which I am claiming now is damage to a new roman brick inside and outside fireplace and concrete patio all built within the last nine months. Mr. Cherigino, now within the last few days, claims that the insurance company hired a professional court witness "who has been very successful as a witness for them before" to make recordings of the amount of vibrations from blasts on this particular cut. Further questioning on my part as to whether or not the insurance company actually did go to that much trouble in this case resulted in Mr. Cherigino admiting that the "recording specialist" did not go out on the project in question until after the big blast of May 4, 1954, when you or someone from your office went out and slowed them down. The workmen the day after the big blast of May 4, 1954 said "they now were using only 1/3 as much dynamite as yesterday when things got out of control".

Incidentally for anything you did for us out here that day to get the blasting on a logical scale was surely appreciated, as I'm sure we'd be living in a tent by now - if living at all - had someone in authority not bothered to stop them.

Out house sits about level with or a little lower than the rock cut and apparently on the same rock shelf. We attempted to dig a well a few years ago and hit solid rock. As to the damage to our new roman brick fireplace from the recent blasting one can easily see a long vertical crack through many bricks on the outside and another vertical crack on the inside as well as a horizontal crack through the face tile on the front of the inside fireplace. Evidence of the numerous severe jolts are easily seen all aroung the inside of the fireplace where a brass trim was broken loose and other evidence proving the immensity of the charges.

I was in the house during some of the blasts when they were using the so called "small charges" after the workmen on the job said they had cut down to only 1/3 the charge of May 4, 1954. These "small" charges felt like a fully loaded gravel truck struck the side of the building.

Our old fireplace which was cracked when the road was blasted through for two lanes six or seven years ago has now developed new cracks on the inside in many places. The old cracks next to the wood frame construction have opened up so that now the fireplace is worthless. We did use the old fireplace frequently with the old small cracks.

As you know there is no practical way to repair brick work and to replace the new fireplace with necessary related inside finish work would cost at least $800.00. The damaged patio, also built within the last nine months cost over $300.00 and cannot merely be thickened to repair it as the water would drain into the garage. The current damage to the old fireplace of course is hard to figure, but there is no question but what to put the house back in shape as it was before the blasting would cost in excess of $1600.00. I even offered to settle for $1000.00 if ligigation was unnecessary. Considering the overall inevitably weakened condition of the house as a result of the blasting it now is my desire to sell it on an "as is" basis for several thousand dollars less than the present $17,000.00 investment.

I am writing this letter to you with the request that you have the Oregon State Highway Commission's legal department and/or the State Insurance Commissioner look into the situation - especially considering the fact that legal title to the property damaged is vested in the State of Oregon by a G.I. home loan. My unpaid balance is $7,593.74.

Naturally it is not my desire nor should it be necessary in this clear cut damage claim for me to go to the expense of hiring legal assistance, professional appraisers, etc. to prove my point.

Your continued cooperation in this matter will be appreciated.

I am starting on an eight or ten day vacation immediately, but have attached a key to our front door for use of anyone desiring to view the damage on the inside of the house.

Sincerely,

Irving L. Larson (Sgd.)

Irving L. Larson
Rt. 3, Box 479
Tigard, Oregon

cc Oregon State Department of Veterans Affairs

Home phone: Tigard 2487

C
O
P
Y

Tigard, Oregon
April 15, 1954

Lowell A. Johnston, Resident Engineer
Oregon State Highway Commission
Box 4699
Portland 2, Oregon

Dear Mr. Johnston:

Reference is made to our telephone conversation on or about April 9, 1954, relative to the damage to the fireplace of my home as a result of blasting by highway contractor on the new Salem Highway east if Tigard and about 1/2 mile south of Barbur Blvd. You suggested writing you a letter regarding the damage. As I mentioned on the telephone I would appreciate your sending a representative of your office to view the damage to our newly constructed roman brick fireplace. It is located on the east side of our house - which is located between Lincoln and Grant Streets and between 2nd and 3rd about 350 or 400 feet west of the blasting.

Since I talked to you many more severe blasts have opened and lengthened the crack.

I do not at this time wish to have a settlement offered me for damage but merely wish to have a record of the damage on file in your office for your information and the information of the party or parties liable.

I will make formal claim for damages upon completion of the blasting. The fireplace cost well in excess of $500.00.

When the original highway was put through six or seven years ago blasting spoiled the old fireplace on my home which has made it dangerous to have a normal fire in it. I never filed a claim because of the inevitable "red tape".

Please advise me when the blasting is completed on the highway cut near our home that I may file a formal claim covering the damage incured during the last few weeks and/or up to date of completing the rock cut.

Sincerely,

s/ Irving L. Larson

Rt. 3, Box 479
Tigard, Oregon

RECEIVED
JUN [illegible]
FOR FILING

[illegible]

39-1

June 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Oregon Project BFI-303 (10)
Barbur Boulevard-Boones Ferry Road
Rock Base Materials

Dear Sir:

In reply to your letter of June 10 regarding excess percentage of undesirable fines on the Barbur Boulevard-Boones Ferry Road Section, I wish to advise that this matter was investigated as soon as the laboratory sheets were received by this office. We find that this material was not actually used in this job; however, it was material "in place" and the purpose of the tests was to determine whether this "in place" material should be removed and suitable material hauled in or whether the "in place" material was acceptable. The material represented by the samples to which you refer will not be incorporated in the final project.

I am sorry that this matter has come up, as I have repeatedly issued instructions to mark samples of this kind clearly so that confusion will not result. I am once again informing the field to be extremely careful in matters of this kind.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. G. Skelton

ASSIGNMENT

Date: June 14, 1954 No. 5141 By [illegible]

Description: Letter of June 10 by Mr. Polk regarding Oregon Project BFI-303 (10), Barbur Blvd.-Boones Ferry Road, on which project he says tests of some "in place" rock base materials have had higher than permissible percentages of undesirable fines.

Acknowledged by____ Referred to Smith ✓

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
X Return with rough draft of reply
__ Prepare reply for signature of Mr._______
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 6-16-54 Report Received__________

F COMMERCE
UBLIC ROADS
N EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 10, 1954

NOTE
W. C. WILLIAMS

Oregon Project BFI-303(10)
Barbur Boulevard-Boones Ferry
Road - Rock Base Materials

of some "in place" rock base
an permissible percentages of
especially concerned because,
roject, many of the local
clay pockets and/or strata.
used by inadvertence, on
failure of the paved surface
has been experienced.

We would appreciate information on what action has been or will be taken to correct the condition.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 10, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-303(10)
Barbur Boulevard-Boones Ferry
Road - Rock Base Materials

Dear Sir:

It is noted that tests of some "in place" rock base materials have had higher than permissible percentages of undesirable fines. We are especially concerned because, in the vicinity of subject project, many of the local gravel sources are fouled by clay pockets and/or strata. Where such material has been used by inadvertence, on another project, substantial failure of the paved surface has been experienced.

We would appreciate information on what action has been or will be taken to correct the condition.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
[illegible]

3957

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1954

SUBJECT:

To:
Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Today you handed me laboratory reports listed below with instructions to take immediate action as they all showed excess P.I. All of the samples are on the Barbur Boulevard-Boones Ferry Road Section. 336114, 336115, 336643, 337038, 337042, and 337043.

This matter has been checked with Mr. Frank Young and he states that these materials are not being used in the construction of this project. They are merely sent in for purposes of test to determine suitability. Mr. Young further stated that he has repeatedly issued instructions to their materials man to carefully delineate material samples of this kind as distinguished from material actually incorporated in the work, but, to date, apparently has not been successful in getting his orders carried out. He stated that he would take the necessary steps to get this matter corrected.

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc Frank Young

Form E-81—20M—1-54

(…EGON STATE HIGHWAY DEPART…NT
Materials Division

…RATORY REPORT

REFERRED TO
Cooper
BY DEPUTY STATE HIGHWAY ENGINEER
Check into this immediately please.
WCW.

Prefix No. 26-1030
County Mult., Wash., Clack.
Contract No. 3257 F. A. Project No. [illegible] I-303(10)
Date reported June 9, 1954

SAMPLE OF COARSE AGGREGATE

[illegible], [illegible]rline
Sampled at [illegible] 1-[illegible]
Date received [illegible], 1954
Quantity represented

TEST RESULTS

Laboratory No. 33114
Data Sheet No. A3305

Type of material Rock
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	13.0	13.0	
1	20.2	33.2	
3/4	10.9	44.1	
1/2	11.5	55.6	
1/4	13.3	68.9	
10	12.7	81.6	
40	6.9	88.5	
Pass	11.5	11.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	11	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. [illegible] P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Dalton
x Resident Engineer L. Johnston
Dist. Maint. Supt.
Foreman
x Files
x [illegible] C. Williams
x Larson
x Geology & Soils

NOTED
FORREST COOPE…

Engineer of Materials

State Printing 72213

Form E-61—20M—1-34

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Harbor Boulevard-Ferry St.			Prefix No.	26-1030
Highway	E. Portland- Boulevard			County	Mult.,Wash., Clack.
Contractor	Rogers Const. Co.	Contract No.	3.57	F. A. Project No.	[illegible] I-303(10)
Submitted by	Lowell Johnston			Date reported	June 9, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Rock in place at Sta. 2+00, Centerline

Sampled at Depth 1'-6'

To be used Base

Date received May 2[illegible], 1954

Sampled by A. L. Cissman

Quantity represented

TEST RESULTS

Laboratory No. 33K114

Data Sheet No. A330[illegible]5

Type of material Rock

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	13.0	13.0	
1	20.2	33.2	
3/4	10.9	44.1	
1/2	11.5	55.6	
1/4	13.3	68.9	
10	12.7	81.6	
40	6.9	88.5	
Pass	11.5	11.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	11	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. except P.I.

TEST REPORT DISTRIBUTION:

x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Skelton
x Resident Engineer L. Johnston
Dist. Maint. Supt.
Foreman
x Files
x R. C. Williams
x Larson
x Geology & Soils

NOTED
FORREST COOPE

Engineer of Materials

State Printing 72213

Form A-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Barbur Boulevard-Boones Ferry Rd.	Prefix No.	26-1030
Highway	W. Portland-Hubbard	County	Mult.Wash.Clack.
Contractor	Rogers Const. Co. Contract No. 357	F. A. Project No.	FI-303(10)
Submitted by	Lowell Johnston	Date reported	June 9, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Rock in place at Sta. 10+75, 5' Lt., Centerline
Sampled at Depth 1-3"
To be used Base
Date received May 24, 1954
Sampled by A. L. Classen
Quantity represented

TEST RESULTS

Laboratory No. 336115
Data Sheet No. A33016
Type of material Rock
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	5.6	5.6	
1½	8.0	13.6	
1	18.2	31.8	
3/4	8.8	40.6	
1/2	10.5	51.1	
1/4	13.6	64.7	
10	15.0	79.7	
40	7.0	86.7	
Pass	13.3	13.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	12	%
Manufactured fines		%
Liquid limit: Natural fines	32	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Skelton
x Resident Engineer L. Johnston
Dist. Maint. Supt.
Foreman
x Files
x Soils & Geology
x Larson
x W. C. Williams

NOTED
ORREST COOPE

R. H. B

Engineer of Materials

State Printing 72213

Form [illegible]-81—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project [illegible]
Highway [illegible]
Contractor [illegible] Const. Co.
Submitted by Lowell Johnston
Contract No. [illegible]57
Prefix No. [illegible]-1030
County Mult.-Wash.-Clack.
F. A. Project No. [illegible]1-303(10)
Date reported June [illegible], 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material No. 1[illegible]
Sampled at Sta. 1[illegible]5
To be used [illegible]
Sampled by [illegible]
Date received May [illegible], 1954
Quantity represented

TEST RESULTS

Laboratory No. 3[illegible]643
Data Sheet No. A-2[illegible]
Type of material Cr. Gravel (in place)
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	10.3	10.3	
2	15.1	25.4	
1½	13.2	38.6	
1	12.3	50.9	
3/4	5.8	56.7	
1/2	8.1	64.8	
1/4	11.3	76.1	
10	12.3	88.4	
40	3.9	92.3	
Pass	7.7	7.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	8	%
Manufactured fines		%
Liquid limit: Natural fines	34	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. [illegible]

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Skelton
x Resident Engineer L. Johnston
Dist. Maint. Supt.
Foreman
x Files
x [illegible] Williams
x Larson
x Geology [illegible]

NOTED
FORREST COOPER

Engineer of Materials

State Printing 72213

Form [illegible]-61—20M—1-54

[illegible]EGON STATE HIGHWAY DEPART[illegible]NT
Materials Division

LABORATORY REPORT

Project	Barbur Boulevard-Boones Ferry Rd.	Prefix No.	26-1030
Highway	E. Portland-Hubbard	County	Mult.Wash.Clack.
Contractor	Rogers Const. Co. Contract No. 3457	F. A. Project No.	FI-303(10)
Submitted by	Lowell Johnston	Date reported	June 9, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Sta. 15, Rt. 77', Centerline	Sampled at	3'-5' above, Centerline grade
To be used	Possible base surfacing	Date received	June 2, 1954
Sampled by	Larson	Quantity represented	

TEST RESULTS

Laboratory No. 337038

Data Sheet No. A33066

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	12.1	12.1	
1	34.0	46.1	
3/4	17.1	63.2	
1/2	13.5	76.7	
1/4	10.4	87.1	
10	3.4	90.5	
40	3.4	93.9	
Pass	6.1	6.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	6	%
Manufactured fines		%
Liquid limit: Natural fines	35	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- x Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Skelton
- x Resident Engineer L. Johnston
- Dist. Maint. Supt.
- Foreman
- x Files
- x Williams
- x Larson
- x Geology & Soils

NOTED

Engineer of Materials

State Printing 72213

Form [illegible]-61—30M—1-54

EGON STATE HIGHWAY DEPART NT
Materials Division

LABORATORY REPORT

Project	Harbor Boulevard-Ferry Rd.	Prefix No.	26-1030
Highway	[illegible] Portland-Harbor	County	Mult.Wash.Clack.
Contractor	Rogers Const. Co.	Contract No. 3[illegible]57 / F. A. Project No.	[illegible]I-303(10)
Submitted by	Lowell Johnston	Date reported	June 9, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Sta. O-1 17+15, Upper Boones Ferry Rd. Conn.

Sampled at 0-6" Depth

To be used Possible Base Surfacing

Date received June 2, 1954

Sampled by J. A. Larson

Quantity represented

TEST RESULTS

Laboratory No. 337042

Data Sheet No. A33064

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	14.2	14.2	
1½	5.4	19.6	
1	12.0	31.6	
3/4	6.0	37.6	
1/2	6.0	43.6	
1/4	12.7	56.3	
10	22.8	79.1	
40	11.1	90.2	
Pass	9.8	9.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	9	%
Manufactured fines		%
Liquid limit: Natural fines	35	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Skelton
- x Resident Engineer L. Johnston
- Dist. Maint. Supt.
- Foreman
- x Files
- x Williams
- x Larson
- x Geology & Soils

NOTED
[illegible] COURT

Engineer of Materials

State Printing 72213

Form [illegible]—30M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Barbur Boulevard-Boones Ferry Rd.	Prefix No.	26-1030
Highway	[illegible] Portland [illegible]	County	Mult.-Wash.-Clack.
Contractor	[illegible] st. Co.	Contract No. [illegible]	
		F. A. Project No.	[illegible]I-303(10)
Submitted by	Lowell Johnston	Date reported	June [illegible], 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material [illegible] 137+[illegible], 3' [illegible] [illegible] 1.5' below present [illegible] elev.

Sampled at 0-3" Depth from Rock Surface

To be used Possible Base Surfacing

Date received June 2, 1954

Sampled by J. A. Larson

Quantity represented

TEST RESULTS

Laboratory No. 337043

Data Sheet No. A33063

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	13.0	13.0	
2	11.7	24.7	
1½	10.7	35.4	
1	23.0	58.4	
3/4	6.4	64.8	
1/2	6.4	71.2	
1/4	6.4	77.6	
10	5.7	83.3	
40	6.4	89.7	
Pass	10.3	10.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler

Specific gravity (Le Chatelier)

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss

Asphalt stripping: Natural fines

Manufactured fines

Plasticity index: Natural fines 7 %

Manufactured fines %

Liquid limit: Natural fines 31 %

Manufactured fines %

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Shelton
- x Resident Engineer L. Johnston
- Dist. Maint. Supt.
- Foreman
- x Files
- x Williams
- x Larson
- x Geology & Soils

NOTE
FORREST CO

Engineer of Materials

State Printing 72213

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RECEIVED
FOR FILING
FORM E-30 25M 9-51 52315

[illegible]

3957

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1954

To:
Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

SUBJECT:

NOTED
W. C. WILLIAMS

Dear Sir:

In reply to your letter of May 24, 1954 re shoulder paving on the following two sections: Barbur Boulevard-Boones Ferry Road, Boones Ferry Road-Willamette River.

The Highway Commission at its May 11-12 meeting approved an increase in the authorization of $70,000 on the Boones Ferry Road-Willamette River Section. This will take care of the additional thickness of paving and shoulder paving on this section. Apparently no action has been taken on the Barbur Boulevard-Boones Ferry Road Section; however, in discussing this matter with you, you informed me that the additional cost of increasing the pavement thickness and paving the shoulders could be absorbed in the present contract authorization, plus a 3% overrun. If this is correct, additional authorization from the Commission would not be necessary. However, if the final cost of the project will exceed the project authorization, plus 5%, this office should be notified immediately so that steps can be taken to secure an increase.

It is proposed to use four inches of paving with a four-foot by 2-inch oil shoulder on the entire section from Barbur Boulevard to the Willamette River.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js
cc W. C. Williams ✓

RECEIVED
FOR FILING

EF1-303(10)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2nd, 1954

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

In order to assist you in arranging with the contractor for the change in the concrete island on the Barbur Boulevard-Boones Ferry Unit, I requested Mr. Probert's department to draw up plans and specifications, and I am attaching hereto five copies.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: W. C. Williams - with enclosure ✓

SPECIFICATIONS AND TYPICAL SECTION FOR
SUBSTITUTION OF CONCRETE MEDIAN FOR CONCRETE
TRAFFIC DIVIDER AND TRAFFIC MARKERS

March 29, 1954

Barbur Boulevard-Boones Ferry Road Unit,
Barbur Boulevard-White School Section
West Portland-Hubbard Highway
Grading and Paving, Contract No. 3957

Specifications:

In lieu of the concrete traffic divider and asphaltic concrete traffic markers called for by the plans to be constructed along the highway center line and specified on pages 15 to 17, inclusive, of the special provisions under "Concrete Curbs and Traffic Divider," the contractor shall construct a concrete median of the design shown on the accompanying drawing "Detail of Concrete Median," dated March, 1954.

The concrete median shall be constructed on the surface of the new asphaltic concrete pavement and shall be fastened thereto, all in accordance with the said special provisions and the standard specifications applicable to the construction of concrete traffic divider.

The pay items will be "Concrete Median" and " ½" x 7" Boat Spikes"; the basis of measurement and payment being as set forth in the contract for "Concrete Traffic Divider" and " ½" x 7" Boat Spikes," respectively.

Present contract bid item No. 24 is to be eliminated and the new pay item "Concrete Median" is to apply in lieu thereof. Present contract bid items No. 24/ and 41 will be affected by this change, approximately as set forth below:

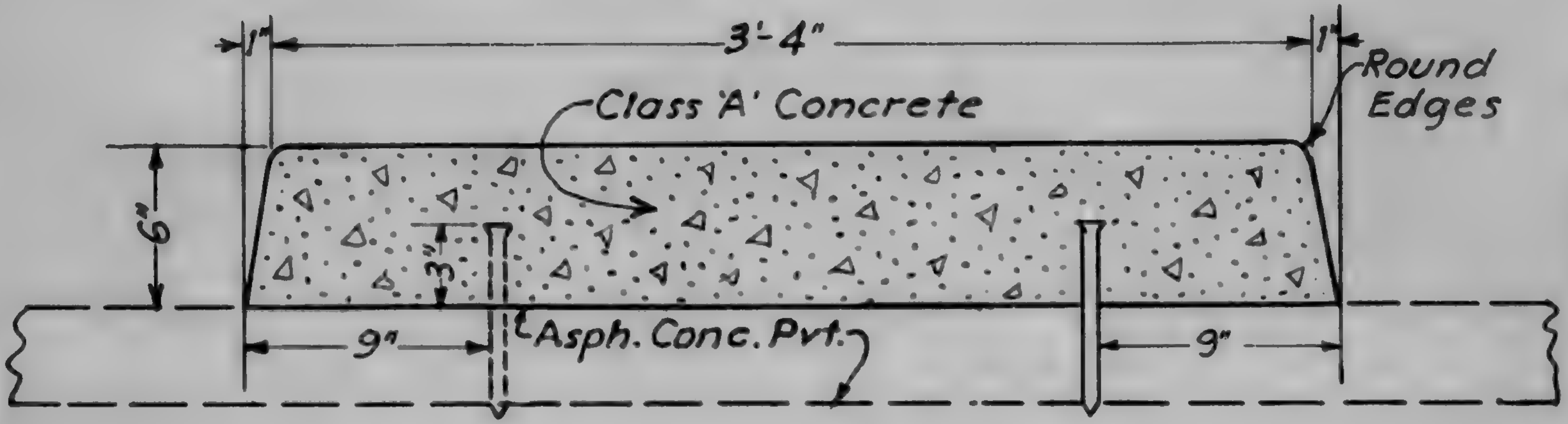
Approximate Changes in Quantities:

Bid Item No.	Item	Unit	Approx. Quantities Original Contract	Approx. Quantities As Changed
24	Concrete Traffic Divider	Cu. Yd.	760	None
25	½" x 7" Boat Spikes	One	4,000	6,600
41	Asphaltic Concrete Traffic Markers	Lin. Ft.	10,600	650
- -	Concrete Median	Cu. Yd.	- -	1,260

Unit Prices to Apply:

The unit prices to apply to the pay item "Concrete Median" for construction of the concrete median, as specified, and to apply to the affected work covered under present contract bid items No. 25 and 41 shall be as set forth in the properly executed Price Agreement to which this instrument and its accompanying drawing are attached.

OREGON STATE HIGHWAY DEPARTMENT
BARBUR BLVD - BOONES FERRY RD. UNIT
BARBUR BLVD. - WHITE SCHOOL SECTION
WEST PORTLAND - HUBBARD HIGHWAY
Multnomah - Washington and Clackamas Counties
Salem, Ore. March, 1954.


1"
3'-4"
1"
Round Edges
Class 'A' Concrete
6"
3"
9"
Asph. Conc. Pvt.
9"

Anchors to be ½" × 7" Boat Spikes on 6'-0" centers, staggered in two (2) rows.

SECTION
DETAIL of CONCRETE MEDIAN
Scale 1½" = 1'-0"

Form E-89—12M—6-53

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Barbur Boulevard-Boones Ferry Rd.	Prefix No.	26-1030
Highway	W. Portland-Hubbard	County	Mult., Wash., Clack.
Contractor	Rogers Const. Co.	Contract No. 3957 F. A. Project No.	[illegible]-303(10)
Submitted by	L. Johnston	Date reported	Nov. 12, 1953

REPORT ON SAMPLE OF SOIL

Source of material	45' rt. of Sta. 150+50 in bank, where road is being widened		
Sampled at	8' cut.	Date received	Nov. 4, 1953
To be used	Fill & Base	Quantity represented	
Sampled by	James Larson		
Laboratory No.	323002	Type of Material	Gravel Fines
Data Sheet No.	A29143	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	27 %
PI	7 %
FME	%
SL	%
R	%
Cf	%
LS	%

Classification—Group

Sp. Gr. (Le Chatelier) 2.70

Sand Equivalent 25.8%

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
10	10.3
20	9.3
40	15.4
60	21.2
140	16.9
200	3.6
P200	23.3

DENSITY DETERMINATION:

Dry Density, lbs/c. f. % Moisture

W. C. WILLIAMS

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed
% Compaction		
% Moisture		
Depth Ratio Z/R		
Pavement Thickness, Z		
Angle of Friction, φ °		
Cohesion, C psi		
R Value		

Remarks: Gravel fines from Lab. No. 323001.

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	0.0 %	10.3 %
Coarse sand, 2.0 to 0.25 mm.	51.2 %	45.9 %
Fine sand, 0.25 to 0.05 mm.	24.3 %	21.9 %
Silt, 0.05 to 0.005 mm.	18.0 %	16.1 %
Clay, smaller than 0.005 mm.	6.5 %	5.8 %
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Shelton
- x Resident Engineer L. Johnston
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams
- x Larson

S. H. Hann

Engineer of Materials

State Printing 67648

Form E-59—12M—6-53

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Barber Boulevard-Boones Ferry Rd.	Prefix No.	26-1030
Highway	N. Portland-Hubbard	County	Clack., Mult., Wash.
Contractor	Rogers Const. Co. Contract No. 3957	F. A. Project No.	FI-103(10)
Submitted by	L. Johnston	Date reported	Nov. 12, 1953

REPORT ON SAMPLE OF SOIL

Source of material 45' Rt. of Sta. 153+75, in old bank
Sampled at 5' cut on road widening
To be used Fill & Base
Sampled by James Lemmon
Laboratory No. 323000
Data Sheet No. A29142
Date received Nov. 4, 1953
Quantity represented
Type of Material Gravel
Sample No.

TEST RESULTS

SOIL ANALYSIS:

LL	24 %
PI	5 %
FME	%
SL	%
R	%
Cf	%
LS	%

Classification—Group

Sp. Gr. (Le Chatelier) 2.75
Sand Equivalent 48.7%

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
10	12.7
20	20.3
40	20.4
60	10.7
140	6.6
200	1.7
P200	27.6

DENSITY DETERMINATION:
Dry Density, lbs/c. f. % Moisture

TRIAXIAL SHEAR TEST:

	Remolded	Undisturbed
Sample		
% Compaction		
% Moisture		
Depth Ratio Z/R		
Pavement Thickness, Z		
Angle of Friction, φ °		
Cohesion, C psi		
R Value		

Remarks: Gravel fines from Lab. No. 322999.

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	0.0 %	12.7 %
Coarse sand, 2.0 to 0.25 mm.	58.8 %	51.4 %
Fine sand, 0.25 to 0.05 mm.	9.7 %	8.5 %
Silt, 0.05 to 0.005 mm.	20.0 %	17.4 %
Clay, smaller than 0.005 mm.	11.5 %	10.0 %
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Skelton
- x Resident Engineer L. Johnston
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams
- x Larson

G. W. Harra
Engineer of Materials

State Printing 67648

Form E-61—15M—5-53

EGON STATE HIGHWAY DEPART ENT
Materials Division

LABORATORY REPORT

Project Barbur Boulevard-Boones Ferry Rd.
Highway W. Portland-Hubbard
Contractor Rogers Const. Co.
Contract No. 3957
Submitted by L. Johnston
Prefix No. 26-1030
County Mult, Wash, Clack.
F. A. Project No. MFT-303(10)
Date reported Nov. 12, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 45' rt. of Sta. 150+50 in bank, where road is being widened.
Sampled at [illegible] 6' cut [illegible]
To be used Fill & Base Rock
Sampled by James Larson
Date received Nov. 4, 1953
Quantity represented

TEST RESULTS

Laboratory No. 323661
Data Sheet No. A-6,143
Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	9.0	9.0	
1½	6.2	15.2	
1	17.5	32.7	
3/4	12.8	45.5	
1/2	21.3	66.8	
1/4	11.3	78.1	
4	2.3	80.4	
10	2.0	82.4	
40	4.8	87.2	
Pass	12.8	12.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	27	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. PI test borderline, 15" this + 6" crushed material should suffice as base for A.C. pavement. Substantiated by existing service record.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Shelton
- x Resident Engineer L. Johnston
- Dist. Maint. Supt.
- Foreman
- x Files
- x Larson
- x W. C. Williams

Engineer of Materials

State Printing 66336

Form E-61—15M—5-53

EGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Barbur Boulevard-Boones Ferry Rd.		Prefix No.	26-1030
Highway	W. Portland-Hubbard		County	Mult. Clack. Wash.
Contractor	Rogers Const. Co.	Contract No. 3957	F. A. Project No.	FI-303(10)
Submitted by	L. Johnston		Date reported	Nov. 12, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 45' rt. of Sta. 153+75. in old bank

Sampled at 5' cut on road widening

To be used Fill & base rock

Date received Nov. 4, 1953

Sampled by James Larson

Quantity represented

TEST RESULTS

Laboratory No. 322999

Data Sheet No. A20142

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	4.0	4.0	
2	9.2	13.2	
1½	13.0	26.2	
1	14.8	41.0	
3/4	7.7	48.7	
1/2	8.2	56.9	
1/4	7.9	64.8	
4	2.7	67.5	
10	4.1	71.6	
40	15.2	86.8	
Pass	13.2	13.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	24	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is suitable for use. P.I. test borderline, 15" this & 6" crushed material should suffice as base for A.C. pavement. Substantiated by existing service record.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
x Resident Engineer Skelton
x Dist. Maint. Supt. L. Johnston
Foreman
Files
x
x W. C. Williams
x Larson

H. Hawes
Engineer of Materials

State Printing 66226

Form E-61—15M—6-53

5

EGON STATE HIGHWAY DEPART. NT
Materials Division

LABORATORY REPORT

1-F1-303(10)

Project: Barbur Boulevard-Boones Ferry Rd.
Highway: W. Portland-Hubbard
Contractor: Rogers Const. Co.
3457
Submitted by: Lowell A. Johnston

Contract No. 3957

Prefix No.: 26-1030
County: Mult., Wash., Clack.
F. A. Project No. FI-303(10)
Date reported: Nov 4 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Sta. 150 on Rt. of centerline
Sampled at:
Date received: Oct 30 1953
Quantity represented:
To be used: Topping
Sampled by: Lester Clinefelter

TEST RESULTS

Laboratory No. 322680
Data Sheet No. A-29204

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	6.5	6.5	
2	6.2	12.7	
1½	12.2	38.1	
1	13.2	38.1	
3/4	8.9	47.0	
1/2	9.2	56.2	
1/4	11.5	67.7	
10	9.2	76.9	
40	6.5	83.4	
P40	16.6	16.6	
Total	100.0		

Type of material: Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:
Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines %
Plasticity index: Natural fines 7 %
Manufactured fines %
Liquid limit: Natural fines 31 %
Manufactured fines

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P. I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Skelton
x Resident Engineer L. Johnston
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 06326

Form E-61—15M—5-53

EGON STATE HIGHWAY DEPART NT
Materials Division

LABORATORY REPORT

Project	Barbur Boulevard-Boones Ferry Rd.	Prefix No.	26-1030
Highway	W. Portland-Hubbard	County	Mult., Wash., Clack.
Contractor	Rogers Const. Co. Contract No. 3957	F. A. Project No.	DFI-303(10)
Submitted by	Lowell A. Johnston	Date reported	Nov 4 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Sta. 154 on Lt. of centerline	Sampled at	
To be used	Topping	Date received	Oct 30 1953
Sampled by	Lester Clinefelter	Quantity represented	

TEST RESULTS

Laboratory No. 322681
Data Sheet No. A-29204

Type of material Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	19.7	19.7	
2	6.4	26.1	
1½	9.5	35.6	
1	8.2	43.8	
3/4	7.3	51.1	
1/2	7.1	58.2	
1/4	9.7	67.9	
10	11.5	79.4	
40	5.8	85.2	
P40	14.8	14.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	6	%
Manufactured fines		%
Liquid limit: Natural fines	34	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P. I.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Shelton
- x Resident Engineer L. Johnston
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

NOTED
W. C. WILLIAMS

Engineer of Materials

State Printing 66226

-303

file

ORFGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Barbur Blvd.-White School **Highway:** West Portland-Hubbard

County: Washington **Prefix:** 3-1434-900 **Res. Engr.:** H. C. Broadwell

Length of Project: 0.22 Mi. **Stations:** to

The recommended total thickness of base course plus an A.C. wearing surface is as follows: Barbur Blvd.-Boones Ferry Rd. Unit, Highway Jct.
Stations: L^{U}385+92.58 to L 417+59.42, 23½ inches.

Pomona & 63rd St. Connection
Stations: 0+09 to 11+65, 18½ inches.

Design data is as follows:

Location		Soil Characteristics					Required Thickness Traffic	
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Medium	Heavy
397+50, 30' Rt.	0-14'	90.8	33	12	8	57.3	15½"	25"
400+40, 5' Rt.	2'-13'	96.0	29	10	6	61.4	16 "	26"
402+00, ℄	0- 9'	97.3	37	19	8	62.9	15½"	25"
410+50	11'-26'	74.5	40	15	15	39.7	14½"	23"
410+50, 10' Rt.	24'-36'	68.7	32	10	15	42.6	14½"	23"

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Ass't. State Highway Engr.

cc Ass't. State Highway Engr.
Construction Engineer
Engineer of Materials
Division Engineer (A. G. Skelton)
Resident Engineer (H. C. Broadwell)
Office Engineer
Soils Engineer

8/21/53

RECEIVED
FOR FILING

1-11-2 [illegible]

7

July 14, 1953

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your files, a fully executed copy of contract No. 3957, which was awarded to you on June 23, 1953 by the State Highway Commission, for the Barbur Boulevard-Boones Ferry Road Unit, Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Multnomah, Washington and Clackamas Counties.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded, gl

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JUN 26 1953
FOR FILING

BFI-[illegible]

[illegible]

June 25, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 3, 1953 on Contract No. 3957, Barbur Blvd.-Boones Ferry Road Unit, Barbur Blvd.-White School Section, in connection with Federal Aid Project No. BFI-303 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:tp

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[illegible]

AGENDA
JUN 25 1953

June 24, 1953

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

There was a typographical error in our letter of June 23 regarding the award to you of the contract for the Barbur Boulevard-Boones Ferry Road. The contract number shown as 3956 should have read 3957.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. H. Franzwa
H. G. Smith
S. H. Probert
C. W. Mead
Goldie Lewis

E K

June 23, 1953

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on May 19th accepted your proposal to perform grading and paving work on the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Multnomah, Washington and Clackamas counties, for the sum of $478,685.50, and on the same day awarded Contract No. 3956 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied.

3957

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone conversation of this afternoon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. M. Franzen
H. G. Smith
S. H. Probert
C. W. Head
Goldie Lewis

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JUN 26 1953
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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-[illegible]

[illegible]

June 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry for Oregon Project BFI-303(10), Barbur Boulevard-Boones Ferry Section of the West Portland-Hubbard Highway have been acquired, we hereby concur, as of this date in award of contract to Rogers Construction Inc. of Portland, Oregon, low bidder in the amount of $478,685.50 at the May 19, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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1953
FOR FILING

FI 303(10)

3451

June 23, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Barbur Blvd.-Boones Ferry Road Section of the West Portland-Hubbard Highway in Multnomah, Washington and Clackamas Counties, Project BFI-303 (10), to Rogers Construction, Inc., of Portland, Oregon, on the basis of the bid of $478,685.50 submitted on May 19, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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FOR FILING

[illegible] 3 (11)

3957

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1953

SUBJECT: Barbur Blvd.-Boones Ferry Road Unit

To:

W. C. Williams
Ass't. State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

All rights of way for this project have either been acquired or filed for condemnation.

As far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:pg

RECEIVED
JUN 23 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1953
FOR FILING

[illegible]

3977

RF2-303

May 20, 1953

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 accepted your bid in the amount of $478,685.50 for construction of 3.40 miles of grading and paving on the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Multnomah, Washington, and Clackamas Counties submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ohr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

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BFI-303(10)

3957

Throughway 4170

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1953

SUBJECT: Assignment #4170

To: Mr. W. C. Williams
OFFICE

REFERRED TO
File
By Asst. Chief Engineer

Attached is an executed copy of a throughway resolution adopted by Washington County and covering the Barbur Boulevard-Boones Ferry Road Unit of the West Portland-Hubbard Highway. We have retained a second signed copy in this office.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Att.

[illegible]
W. C. WILLIAMS

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

ASSIGNMENT

Date: April 21, 1953

No. 4[illegible]
By [illegible]

Description: Letter of April 13 by Tom Reeder enclosing six copies of resolution to be adopted by Washington County, concerning closures in connection with Barbur Blvd.-Boones Ferry Road Unit of Barbur Boulevard-White School Section

Acknowledged by _____ Referred to ____Cattrall_____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ______ Report received ________

Remarks: For County execution, if OK.
WCW

[illegible] RESOLUTION [illegible] WASHINGTON COUNTY.

PLEASE RETURN TO
W. C. WILLIAMS

[illegible] copies of the [illegible] of Washington [illegible] ves the closures [illegible] nty roads as required by the Throughway Act, in connection with the construction of the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-[illegible] Highway as a throughway.

You will note that the plans, which are to be marked Exhibit "A" and incorporated in the said resolution, have not been attached. The County and [illegible] Relations Division are to furnish and attach the said plans and the same should be in conformance with the provisions of the said resolution.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder

THOMAS J. REEDER
Assistant Attorney

NOTED
W. C. WILLIAMS

TJR:jfw
Encls. 6

FORM E-30 25M 8-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 13, 1953
Salem, Oregon

SUBJECT: THROUGHWAY RESOLUTION TO BE ADOPTED BY WASHINGTON COUNTY.

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Herewith you will find the original and five copies of the proposed resolution to be adopted by the County Court of Washington County, whereby the said Court consents to and approves the closures and provisions for carrying over or under certain county roads as required by the Throughway Act, in connection with the construction of the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway.

You will note that the plans, which are to be marked Exhibit "A" and incorporated in the said resolution, have not been attached. The County and City Relations Division are to furnish and attach the said plans and the same should be in conformance with the provisions of the said resolution.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder

THOMAS J. REEDER
Assistant Attorney

NOTED
W. C. WILLIAMS

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[illegible] 14 53
ENGINEER

TJR:jfw
Encls. 6

JCK:jfw 4/9/53

Signed copy
[illegible] A 7062

RESOLUTION

WHEREAS, the State Highway Commission plans and proposes to construct the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Washington County, as a throughway pursuant to and under the provisions of Chapter 226, Oregon Laws 1947; and

WHEREAS, in connection with the construction and maintenance of said unit of the said highway as a throughway, and as a part of the planned control of access to the proposed throughway, the Highway Commission plans and proposes to route the movement of traffic at the intersection of the proposed throughway and those certain roads hereinafter set forth, which roads are under the jurisdiction and control of the County Court of Washington County, by the construction of certain separation structures carrying certain of the said roads over or under the proposed throughway as hereinafter set forth, by constructing certain connecting or service roads as hereinafter set forth which will connect certain of the said roads with the proposed throughway and by closing certain of the said roads at those points or places as hereinafter set forth; and

WHEREAS, the Highway Commission has conferred with the County Court of Washington County with respect to the said plans and proposals; and

WHEREAS, Washington County and the Highway Commission are in complete agreement as to the location of points of access from the said roads to the proposed throughway and as to the routing of the said roads which intersect with the proposed throughway; and

WHEREAS, for the purpose of providing a highway that will best serve the needs of the traveling public, preserve public safety and to protect highway traffic by controlling the entry of all traffic to the proposed throughway from the said roads, the County Court of Washington County is desirous of consenting to and approving the said plans and proposals of the State Highway Commission as herein set forth.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the members of the County Court of Washington County, sitting for the transaction of county business, as follows:

1. That the County Court of Washington County pursuant to the authority and powers vested in it by law and also pursuant to and in accordance with Sections 8, 18 and 19, Chapter 226, Oregon Laws 1947, does hereby consent to and officially approve the plans and proposals of the State Highway Commission for closing the following roads, all of which are under the jurisdiction and control of the County Court of Washington County, in the following manner:

(a) That certain dedicated road designated as 1st Street on the West Portland Heights Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 39+60, shall be closed where it intersects with the westerly right of way line of the proposed throughway and the westerly right of way line of Custer Street. Attached hereto, marked Exhibit "A" and by this reference made a part hereof are certain plans upon which there is shown by means of red lines the location of said points of closure.

(b) That certain dedicated road, designated as 2nd Street on the West Portland Heights Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 43+20 shall be closed where it intersects with the westerly right of way line of the proposed throughway and the westerly right of way line of Custer Street, the location of said closures are shown on said Exhibit "A" by means of red lines.

(c) That certain dedicated road designated as 4th Street on the West Portland Heights Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 53+40, shall be closed where it intersects with the westerly right of way line of the proposed throughway and the westerly right of way line of Custer Street, the location of said closures are shown on said Exhibit "A" by means of red lines.

(d) That certain dedicated road designated as 5th Street on the West Portland Heights Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 58+50, shall be closed where it intersects with the westerly right of way line of the proposed throughway and the westerly right of way line of Custer Street, the location of said closures are shown on said Exhibit "A" by means of red lines.

(e) That certain dedicated road designated as 6th Street on the West Portland Heights Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 63+60, shall be closed where it intersects with the westerly right of way line of the proposed throughway and the westerly right of way line of Custer Street, the location of said closures are shown on said Exhibit "A" by means of red lines.

(f) That certain dedicated road designated as 7th Street on the West Portland Heights Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 68+70, shall be closed where it intersects with the westerly right of way line of the proposed throughway and the westerly right of way line of Custer Street, the location of said closures are shown on said Exhibit "A" by means of red lines.

(g) That certain dedicated road designated as 8th Street on the West Portland Heights Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 73+80, shall be closed where it intersects with the westerly right of way line of the proposed throughway and the westerly right of way line of Custer Street, the location of said closures are shown on said Exhibit "A" by means of red lines.

(h) That certain dedicated road designated as 9th Street on the West Portland Heights Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 78+80, shall be closed at the easterly line of that certain service road which is to be constructed by State along the west side of the proposed throughway and also at the westerly right of way line of Custer Street, the location of said closures are shown on said Exhibit "A" by means of red lines.

(i) That certain county road known as Varns County Road No. 1286 shall be closed where the same intersects with the easterly line as extended from that certain service road which is to be constructed by the State along the west side of the proposed throughway, the location of said closure is shown on said Exhibit "A" by means of a red line.

(j) That certain dedicated road shown on the Kable Acre Tracts Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 141+10, shall be closed where it intersects with the westerly right of way line of the proposed throughway, the location of said closure is shown on said Exhibit "A" by means of a red line.

(k) That certain county road known as the Upper Boones Ferry County Road shall be closed at a point opposite to and westerly of Highway Engineer's Survey Station approximately L 146+70, the location of said closure is shown on said Exhibit "A" by means of a red line.

(l) That certain dedicated road shown on the Rosewood Acres Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 158+30, shall be closed where it intersects with the easterly and westerly right of way lines of the proposed throughway, the location of said closures are shown on said Exhibit "A" by means of red lines.

(m) That certain county road shown on the Rosewood Acres Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 171+60, shall be closed where it intersects the easterly and westerly right of way lines of the proposed throughway, the location of said closures are shown on said Exhibit "A" by means of red lines.

(n) That certain dedicated road shown on the Rosewood Acres Plat, which intersects the proposed throughway at Highway Engineer's Survey Station approximately L 178+50, shall be closed where it intersects with the easterly and westerly right of way lines of the proposed throughway, the location of said closures are shown on said Exhibit "A" by means of red lines.

(o) That certain county road known as the Bridgeport County Road no. 922 shall be closed where it intersects with the southerly line of the service road to be constructed by the State to permit north bound traffic only to enter the proposed throughway and where it intersects with the southerly line of the service road to be constructed by the State to permit south bound traffic only to leave the proposed throughway, the location of said closures are shown on said Exhibit "A" by means of red lines.

(p) That certain county road known as the Lower Boones Ferry County Road shall be closed where it intersects with the westerly line of that leg of the traffic interchange which is to be constructed by the State opposite to and easterly of Highway Engineer's Survey Station approximately L 200 and also where it intersects with the northeasterly line of Hazel Fern County Road No. 1114, the location of said closures are shown on said Exhibit "A" by means of red lines.

(q) That certain county road known as the Hazel Fern County Road No. 1114 shall be closed where it intersects with the easterly and westerly line of the roadbed of the proposed throughway, the location of said closures are shown on said Exhibit "A" by means of red lines.

2. It is understood by the County Court of Washington County that all of the aforesaid roads which are to be closed as provided for hereinabove in paragraphs 1 (a), 1 (b), 1 (c), 1 (d), 1 (e), 1 (f), 1 (g), 1 (h) and 1 (i), will be provided with a point of connection to the proposed throughway by means of a service road which is to be constructed by the Highway Commission on the westerly side of the proposed throughway, the location of which is shown colored in green on said Exhibit "A".

3. That the County Court of Washington County pursuant to the authority and powers vested in it by law and also pursuant to and in accordance with

4/9/53 TJR:jfw

Sections 18 and 19, Chapter 226, Oregon Laws 1947, does hereby consent to and officially approve the plans and proposals of the State Highway Commission for carrying over or under, as the case may be, the following roads, all of which are under the jurisdiction and control of the County Court of Washington County, in the following manner:

(a) That certain county road known as Bonita County Road No. 636 shall be carried over the proposed throughway by means of a separation structure with connecting service roads to the proposed throughway which will permit south bound traffic only to leave the proposed throughway and north bound traffic only to enter the proposed throughway; the location of said separation structure and connecting service roads are shown colored in yellow on said Exhibit "A".

(b) That certain County road known as the Upper Boones Ferry County Road shall be carried over the proposed throughway by means of a separation structure with connecting service roads to the proposed throughway which will permit north and south bound traffic to enter and leave the proposed throughway, the location of said separation structure and connecting service roads are shown colored in blue on said Exhibit "A".

(c) Those certain county roads known as the Hazel Fern County Road No. 1114 and the Lower Boones Ferry County Road shall be carried under the proposed throughway by means of a single separation structure. The said separation structure is to be a part of a traffic interchange which will permit both north and south bound traffic to enter and leave the proposed throughway. The location of said separation structure and traffic interchange are shown colored in brown on said Exhibit "A".

4. That this resolution be entered in the records of this court and a duly certified copy thereof be delivered to the Oregon State Highway Commission.

DATED this 11 day of May, 1953.

ATTEST:
County Clerk

WASHINGTON COUNTY, by and through
its County Court:
By Harry M. Seabold
County Judge
By Jas Lewis
County Commissioner
By H R Johnson
County Commissioner

RECEIVED
FOR FILING

Cross Referenced To:
Const
R/W
West Portland-Hubbard

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

BF1-303(10)

39-7

Salem, Oregon
May 13, 1953

SUBJECT: Assignment #4218

Throughway #4218

To: Mr. W. C. Williams
OFFICE

Attached is an executed copy of a throughway resolution adopted by Clackamas County in connection with the Barbur Boulevard-Boones Ferry Road Unit of the W. Portland-Hubbard Highway.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Att.

FORM F-30 [illegible]

No. 4218
By [illegible]

ASSIGNMENT

Date: **May 11, 1953**

Description: **Letter of May 8 by Tom Reeder enclosing six copies of proposed resolution to be adopted by Clackamas County Court re closing of certain county roads and grade separations in connection with Barbur Blvd.-Boones Ferry Road Unit**

Acknowledged by _____ Referred to _____ **Cattrall** ✓ _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 5-13-53 mr Report received _______

Remarks: **For County execution—if ok.**
WCW

NT

'CE

PLEASE RETURN TO
W. C. WILLIAMS

proposed
as County
approval
ions in
-Boones

Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway.

You will note that only the original and 2 copies thereof have the plans attached thereto.

Very truly yours,

Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:mb
Encs. 6

NOTED
W C WILLIAMS

RECEIVED
1953
ENGINEER

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1953

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
O F F I C E

Dear Mr. Williams:

Herewith you will find the original and 5 copies of the proposed resolution to be adopted by the County Court of Clackamas County with respect to the said Court's giving its consent and approval to the closing of certain county roads and grade separations in connection with the construction of the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway.

You will note that only the original and 2 copies thereof have the plans attached thereto.

Very truly yours,

Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:mb
Encs. 6

NOTED
W. C. WILLIAMS

RECEIVED
[illegible] 1953
ENGINEER

RECEIVED
[illegible] 1953

TJR:mb 5/8/53

RESOLUTION

WHEREAS, the State Highway Commission plans and proposes to construct the Barbur-Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Clackamas County as a throughway pursuant to and under the provisions of Chapter 226, Oregon Laws 1947; and

WHEREAS, in connection with the construction and maintenance of said unit of the said highway as a throughway, and as a part of the planned control of access to the proposed throughway, the Highway Commission plans and proposes to route the movement of traffic at the intersection of the proposed throughway and those certain roads hereinafter set forth, which roads are under the jurisdiction and control of the County Court of Clackamas County, by the construction of certain separation structures carrying certain of the said roads over or under the proposed throughway as hereinafter set forth, by constructing certain connecting or service roads as hereinafter set forth which will connect certain of the said roads with the proposed throughway and by closing certain of the said roads at those points or places as hereinafter set forth; and

WHEREAS, the Highway Commission has conferred with the County Court of Clackamas County with respect to the said plans and proposals; and

WHEREAS, the County Court of Clackamas County and the Highway Commission are in complete agreement as to the location of points of access from the said roads to the proposed throughway and as to the routing of the said roads which intersect with the proposed throughway; and

WHEREAS, for the purpose of providing a highway that will best serve the needs of the traveling public, preserve public safety and to protect highway traffic by controlling the entry of all traffic to the proposed throughway from the said roads, the County Court of Clackamas County is desirous of consenting to and approving the said plans and proposals of the State Highway Commission as herein set forth.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the members of the County Court of Clackamas County, sitting for the transaction of county business as follows:

1. That the County Court of Clackamas County, pursuant to the authority and powers vested in it by law and also pursuant to and in accordance with Sections 8, 18 and 19, Chapter 226, Oregon Laws 1947, does hereby consent to and officially approve the plans and proposals of the State Highway Commission for closing the following roads, all of which are under the jurisdiction and control of the County Court of Clackamas County, in the following manner:

(a) That certain county road known as Lake Forest Boulevard County Road No. 1592, shall be closed where it intersects with the easterly right of way line of the proposed throughway; the location of said closure is shown by means of a red line on Sheet No. 7 of the set of plans attached hereto, marked "Exhibit A", consisting of eight sheets and by this reference made a part hereof.

(b) That certain county road known as the Upper Boones Ferry County Market Road No. 31, shall be closed at a point opposite to and easterly of Highway Engineer's Survey Station approximately 143+30; the location of said closure is shown by means of a red line on Sheets Nos. 7 and 7-A of said Exhibit A.

TJR:mb 5/8/53

(c) That certain county road known as Harrington Avenue County Road No. 1592 shall be closed where it intersects with the easterly right of way line of the proposed throughway; the location of said closure is shown by means of a red line on Sheets Nos. 7 and 7-A of said Exhibit A.

(d) That certain county road known as Seville Avenue County Road No. 1592 shall be closed where it intersects with the easterly right of way line of the proposed throughway; the location of said closure is shown by means of a red line on Sheet No. 7 of said Exhibit A.

(e) That certain county road known as Queens Park County Road No. 1592 shall be closed where it intersects with the easterly right of way line of the proposed throughway; the location of said closure is shown by means of a red line on Sheet No. 7 of said Exhibit A.

2. That the County Court of Clackamas County, pursuant to the authority and powers vested in it by law and also pursuant to and in accordance with Sections 18 and 19, Chapter 226, Oregon Laws 1947, does hereby consent to and officially approve the plans and proposals of the State Highway Commission for carrying over the following roads, all of which are under the jurisdiction and control of the County Court of Clackamas County, in the following manner:

(a) That certain county road known as Bonita County Road No. 929 shall be carried over the proposed throughway by means of a separation structure with connecting service roads to the proposed throughway which will permit South bound traffic only to leave the proposed throughway and North bound traffic only to enter the proposed throughway; the location of said separation structure and connecting service roads are shown colored in yellow on Sheets Nos. 6 and 6-A of said Exhibit A.

(b) That certain county road known as Upper Boones Ferry County Market Road No. 31 shall be carried over the proposed throughway by means of a separation structure with connecting service roads to the proposed throughway, which will permit North and South bound traffic to enter and leave the proposed throughway; the location of said separation structure and connecting service roads are shown colored in green on Sheets No. 7 and 7-A of said Exhibit A.

4. That this resolution be entered in the records of this court and a duly certified copy thereof be delivered to the Oregon State Highway Commission.

DATED this 12th day of May, 1953.

CLACKAMAS COUNTY, by and through
its County Court:

By Wallace R. Gilford
County Judge.

By
County Commissioner.

By
County Commissioner.

ATTEST:

County Clerk.

Dep.

RECEIVED
MAY 13 1953
FOR FILING

May 7, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

The following information and comments are offered in reply to your letter of May 1 relative to Project BF1-303 (10), Barbur Boulevard-Boones Ferry Road Section.

In the first instance, I wish to advise that we have spent two years in studying and planning for the improvement of this section of highway with controlled access. This section, as you know, was constructed as a federal-aid project, the grading at least, before the war, and there was no access control other than limitation of access to certain points. As we had no statutes at that time providing for condemnation of access, we were compelled to grant a great number of access points, and all county roads crossed the highway at grade. Now to eliminate all the accesses granted and provide for separation at the county roads has involved a very intricate detailed study as to how to accomplish such purposes within reasonable cost and at the same time provide a highway with full expressway status.

The highway when graded immediately before the war was on an entirely new location, and there was not a great amount of culture. Since that time (1942) there has been a great development of the territory on either side of the highway, and this development is continuing to expand at a rapid pace. On the greater portion of this section of highway there are no other alternating or parallel roads, and it, therefore, was necessary to provide assess at interchange layouts or an impossible situation would have been created. We feel that the design as we now have it, while appearing to be rather elaborate, is necessary and the best that can be devised. Mr. Baldock and the writer have spent many hours inspecting these plans, both on the ground and in the office, and I am certain that all things that we are providing for are necessary and within reason.

TAking up the questions you ask, in order:

1. The interchange of the Pacific Highway West which we propose to build as an additional project has no bearing whatsoever on the interchange at S. W. Haines Road. The interchange at the Pacific Highway West is an interchange between two highways only, whereas the interchange at

Haines Road is to permit traffic which now has direct access at grade to reach said highway without cross traffic.

2. The return ramp could not be constructed at 2nd Street because this is in a 15-foot cut and topographic features do not permit a connection at 2nd Street. Furthermore, in the original construction the service road between 3rd Street and Haines Road on the east side of the road was constructed as a portion of the county road to connect Haines Road to 3rd Street, which is also a county road.

3. At the Bonita interchange, the B line ramp can not be shortened in any way by reason of gradient control. It is necessary to extend the B ramp to a connection at Bonita Road where the grade height will permit such connection. The A line connection between Stations A-17 and A-28 is so that traffic can be brought onto the highway northbound, not only from Bonita Road but from the road you will note on the plans as coming in from the east opposite Station 28. I do not understand at all what is implied by a simple connection to the main highway off of Bonita Road. Bonita Road is elevated to go over the highway and is at such an elevation that no simple connection is feasible. There is no necessity for either right- or left-turn movements for northbound traffic, as this traffic is very minor and in this particular location there are existing roads by which turning movements may be made from the new highway at Upper Boones Ferry interchange and reach their destination. These interchanges are only one-half mile apart.

4. The Lower Boones Ferry Road may appear elaborate, but all of the roads indicated, such as Lower Boones Ferry Road, Hazel Fern Road, Jean Road, Bridgeport Road, County Line Road, et cetera, are existing roads with direct access to the highway. It has indeed been a most difficult problem to effect a plan whereby all these roads, which serve heavy residential districts, can be adequately handled and brought onto and off the new highway without cross traffic at grade. These matters are so lengthy that one could write on and on, and if there is still doubt as to either the wisdom or the adequateness of our plans I believe the matter can only be definitely determined by field inspection.

Due to the urgency of the time table under which we are working—an attempt to open the entire expressway from Portland to Salem by the year 1955—it is necessary that we have no delays in our contracting schedule, and we are hopeful that you will give us early approval on this project, for which we are opening bids at the May meeting.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. Probert

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

In the review of Project BFI-303(10), Barbur Boulevard-Boones Ferry Road at the program stage, all levels of the Bureau (Division, Western Headquarters and Washington) questioned the need of the elaborate interchange layouts for the amount of traffic shown on some of the ramps.

Before approval of the P. S. and E. can be made, we will need a written justification for the proposed interchanges. Some of the questions we would like answers to are as follows:

If a future interchange of the West Side Pacific Highway is proposed, why is it necessary to have an interchange at S. W. Haines Road. ✓

Assuming the Haines Road interchange is essential, why couldn't the return ramp follow 2nd St. instead of 3rd St. 15' cut

At the Bonita interchange, why couldn't the B line ramp be substantially shortened; also why the need of the A line connection stations A-17 to A-28. It would seem that a simple connection to the main highway could be made off of Bonita Road. We note no provision is made for right or left turn movements for northbound traffic on the main highway. This should be explained.

The Lower Boones Ferry Road is exceptionally elaborate. The necessity of improving Jean Road, County Line Frontage Road, portions of "C", "D" and Bridgeport Road is not quite evident and should be fully justified. ✓

Very truly yours,

C. G. POLK
District Engineer

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[illegible] 13 1953
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

405 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project BFI-303(10), Barbur Boulevard-Boones Ferry Road Unit of the West Portland-Hubbard Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

RECEIVED
MAY 12 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 153
FOR FILING

BF1-[illegible]

3957

Salem, Oregon
April 16, 1953

Mr. C. W. Enfield
Chief Counsel

Please prepare a resolution under the provisions of the throughway law for adoption by Clackamas County. consenting to the various closures and separations described in the attached DATA FOR USE IN PREPARATION OF CLACKAMAS COUNTY THROUGHWAY RESOLUTION.

The County and City Relations Division will furnish the map exhibit when available. If you wish any further information, consult that office.

W. C. Williams
Assistant State Highway Engineer

Att.

JFH;mm
cc: J. W. Cattrall

DATA FOR USE IN PREPARATION OF CLACKAMAS COUNTY THROUGHWAY RESOLUTION
BARBUR BOULEVARD-BOONES FERRY ROAD

GENERAL

The Highway Commission plans to construct the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway. The plans for this project have been shown to and discussed with the County Court and they have verbally approved same.

ROADS TO BE CLOSED

(All points of closure are shown by a red line on the map exhibit.)

1. The Lake Forest Boulevard County Road No. 1592 at its intersection with the easterly throughway right of way line.
2. The Upper Boones Ferry County Market Road No. 31 at a point opposite to and easterly of highway engineer's station approximately L143+50.
3. The Harrington Avenue County Road No. 1592 at its intersection with the easterly throughway right of way line.
4. The Seville Avenue County Road No. 1592 at its intersection with the easterly throughway right of way line.
5. The Queens Park County Road No. 1592 at a point opposite to and easterly of highway engineer's station approximately L155+50.

PROVISIONS FOR CARRYING OVER OR UNDER

1. Carry the Bonita County Road No. 929 over the throughway by means of a separation structure with connections to the throughway provided which will permit south bound traffic only to leave the throughway and north bound traffic only to enter the throughway. The separation structure and connections are shown colored in yellow on the map exhibit.
2. Carry the Upper Boones Ferry County Market Road No. 31 over the throughway by means of a separation structure and provide connections between

the Upper Boones Ferry Road and the throughway permitting north and south bound traffic to enter and leave the throughway. The separation structure and connections are shown colored in green on the map exhibit.

FORM E-90 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a suggested letter with attachment to the Legal Department requesting preparation of a resolution for adoption by Clackamas County in connection with the Barbur Boulevard-Boones Ferry Road project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Att.

NOTED
W. C. WILLIAMS

RECEIVED
APR 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1953
FOR FILING

1011-[illegible]

3957

Salem, Oregon
March 17, 1953

Mr. C. W. Enfield
Chief Counsel

Please prepare a resolution for adoption by Washington County wherein the county, under the throughway act, consents to the closures and provisions for carrying over or under of the county roads as listed in the attached data. A map is enclosed wherein the various closures and other provisions of the proposed resolution are shown in color. This map is for use as a worksheet only. The County and City Relations Division will furnish exhibits made from the projects plans as soon as available.

Please prepare five copies of this resolution in addition to any required by the Legal Department.

W. C. Williams
Assistant State Highway Engineer

Encl.

JFH:MM
cc: J. W. Cattrall

DATA FOR USE IN PREPARATION OF WASHINGTON COUNTY THROUGHWAY RESOLUTION
Barbur Boulevard - Boones Ferry Road

GENERAL

The Highway Commission plans to construct the Barbur Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway. The plans for this project have been shown to and discussed with the County Court and they have verbally approved same.

ROADS TO BE CLOSED (All points of closure are shown by a red line on map exhibit.)

1) That certain dedicated road, shown as 1st Street on the West Portland Heights Plat, which intersects the throughway at highway engineer's survey station approximately L39+60. To be closed at its intersection with the westerly right of way line of the throughway and the westerly right of way line of Custer Street.

2) That certain dedicated road, shown as 2nd Street on the West Portland Heights Plat, which intersects the throughway at highway engineer's survey station approximately L43+20. Close at the westerly throughway right of way line and the westerly right of way line of Custer Street.

3) That certain dedicated road, shown as 4th Street on the West Portland Heights Plat, which intersects the throughway at highway engineer's survey station approximately L53+40. Close at the westerly throughway right of way line and the westerly right of way line of Custer Street.

4) That certain dedicated road, shown as 5th Street on the West Portland Heights Plat, which intersects the throughway at highway engineer's survey station approximately L58+50. Close at the westerly throughway right of way line and the westerly right of way line of Custer Street.

5) That certain dedicated road, shown as 6th Street on the West Portland Heights Plat, which intersects the throughway at highway engineer's survey station approximately L63+60. Close at the westerly throughway right of way line and the westerly right of way line of Custer Street.

6) That certain dedicated road, shown as 7th Street on the West Portland Heights Plat, which intersects the throughway at highway engineer's survey station approximately L68+70. Close at the westerly throughway right of way line and the westerly right of way line of Custer Street.

7) That certain dedicated road, shown as 8th Street on the West Portland Heights Plat, which intersects the throughway at highway engineer's survey station approximately L73+80. Close at the westerly throughway right of way line and the westerly right of way line of Custer Street.

8) That certain dedicated road, shown as 9th Street on the West Portland Heights Plat, which intersects the throughway at highway engineer's survey station approximately L78+80. Close at the easterly line of the service road to be constructed by the state along the west side of the throughway and at the westerly right of way line of Custer Street.

9) The Varns County Road No. 1286 at its intersection with the easterly line produced of the service road to be constructed by state along the west side of the throughway.

NOTE: All of the above roads to be closed will be provided with a connection with the throughway by means of a service road to a suitable point of connection. Said service road is shown colored in green on the map exhibit.

10) That certain dedicated road, shown on the Kable Acre Tracts Plat, which intersects the throughway at highway engineer's survey station approximately L141+10. Close at westerly throughway right of way line.

11) The Upper Boones Ferry County Road at its intersection with the northerly line of the Upper Boones Ferry Road as reconstructed by the state to carry this road over the throughway. This point is opposite to and westerly of highway engineer's station approximately L146+70.

12) That certain dedicated road, shown on the Rosewood Acres Plat, which intersects the throughway at highway engineer's survey station approximately L158+30. Close at easterly and westerly throughway right of way line.

13) That certain dedicated road, shown on the Rosewood Acres Plat, which intersects the throughway at highway engineer's survey station approximately L171+60. Close at the easterly and westerly throughway right of way line.

14) That certain dedicated road, shown on the Rosewood Acres Plat, which intersects the throughway at highway engineer's survey station approximately L178+50. Close at the easterly and westerly throughway right of way line.

15) Close the Bridgeport County Road No. 922 at its intersection with the southerly line of the connecting road to be constructed by state to permit north bound traffic only to enter the throughway, and at its intersection with the southerly line of the connecting road to be constructed by state to permit south bound traffic only to leave the throughway.

16) Close the Lower Boones Ferry County Road at its intersection with the westerly line of that leg of the traffic interchange to be constructed by state opposite to and easterly of highway engineer's survey station approximately L200, and at its intersection with the northeasterly line of the Hazel Fern County Road No. 1114.

17) Close the Hazel Fern County Road No. 1114 at its intersection with the easterly and westerly line of the traveled way of the throughway.

PROVISIONS FOR CARRYING OVER OR UNDER

1) Carry the Bonita County Road No. 636 over the throughway by means of a

separation structure with connections to the throughway provided which will permit south bound traffic only to leave the throughway and north bound traffic only to enter the throughway. The separation structure and connections are shown colored in yellow on the map exhibit.

2) Carry the Upper Boones Ferry County Road over the throughway by means of a separation structure and provide connections between Upper Boones Ferry Road and the throughway permitting north and south bound traffic to enter and leave the throughway. The separation structure and connections are shown colored in blue on the map exhibit.

3) Carry traffic from the Hazel Fern County Road No. 1114 and from the Lower Boones Ferry County Road under the throughway by means of one separation structure to be constructed by state as part of a traffic interchange which will permit both north and south bound traffic to enter and leave the throughway as well as County Road No. 1114 and Lower Boones Ferry Road traffic to cross the throughway. The separation structure and traffic interchange are shown colored in brown on the map exhibit.

FORM E-30 37,500 4-52 ssooo

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a suggested letter to the Legal Department requesting preparation of a resolution for adoption by the Washington County Court in connection with the Barbur Boulevard-Boones Ferry Road project.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

RECEIVED
FOR FILING

LF1-303(12)

1952

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 25th, 1952

SUBJECT:

NOTED
C. WILLIAMS

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: E. M. Booth

Dear Sir:

Some time ago Mr. Broadwell took our working print of the Barbur Boulevard-Lower Boones Ferry Road section of the West Portland-Hubbard Highway to Salem and went over his plans for handling the various cross roads and connection with yourself and Mr. Crandall. At this time Broadwell's plan was discussed with Mr. Williams, I believe. Some time later Mr. Williams and Mr. Baldock were in the office, and checked over this plan again with Broadwell. At that time Mr. Williams requested Broadwell to restudy the Lower Boones Ferry connections and to resubmit the map showing his treatment of the suggestions made by Mr. Williams and Mr. Baldock. We recently received a print from your office, prepared by Mr. Bandy, I believe, which shows suggested treatment in the vicinity of the Boones Ferry Road as suggested by Mr. Crandall. Both of these prints are enclosed herewith.

On Broadwell's print the changes suggested by Mr. Williams have been made. These changes in general included the elimination of the service road on the west side between Bridgeport Road and lower Boones Ferry Road, north and south on and off connections at Boones Ferry Road, and a northbound on-southbound off connection at Bridgeport Road. These changes have all been made, and are shown on Broadwell's map. You will note we also show a connection to our Beaverton-Aurora Secondary Highway by including the Bridgeport Road. This was requested by Mr. Baldock.

In connection with the map prepared by Mr. Bandy, we find that the road on the east side of the highway between the lower Boones Ferry Road and Hazelfern Road is shown as a one way northbound road only, however this must take both north and south bound traffic, as the Hazelfern Road takes the place of the Jean Loop Road, which we have closed at the railroad crossing over our highway, and the Hazelfern Road is the only outlet for people living east of the new highway. There are also some minor details that probably should be mentioned. The northbound connection from Bridgeport Road would leave the Bridgeport Road in about a 15 foot cut, rather than at about grade on Broadwell's plan. In the off connection from the highway to Bridgeport Road, this plan takes up quite a large section of the Washington County gravel pit, and might meet with objection from the county. In Broadwell's plan, just a corner of the pit is disturbed. It was the suggestion of the birdge department that a tube similar to the type used on North Union Avenue be used for the undercrossing of the Bridgeport Road under the highway.

On Broadwell's plan, we have shown the proposed treatment at each of the four road crossings between the Tualatin River and Barbur Boulevard. We are anxious to complete our work on this section, and the return of Broadwell's plan with your approval will be appreciated.

Yours very truly,

A G Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams
H. C. Broadwell

RECEIVED
AUG 26 1952
OREGON
STATE HIGHWAY COMMISSION

BFI-160(4) Union Ave.-Swift Rd. Jct. 1953
Sec. of the Pac. Hwy. West.
#3958 at Denver Avenue

BFI-160(4) Union Ave.-Swift Rd. Jct. 1953
Sec. of the Pac. Hwy. West.
#3958 at Denver Avenue

RECEIVED
SEP 22 1954
FOR FILING

[illegible]

September 21, 1954

Mr. Donald J. Sterling
Staff Writer
Oregon Journal
Portland, Oregon

Dear Mr. Sterling:

I am attaching hereto prints from two sheets of the plans for the Union Avenue-Swift Road Junction Section in north Portland. One of these sheets shows the general location of the project, and the other sheet (Drawing 11664) shows the plan and elevation of the structure which will carry the Union Avenue-Swift Road connection over Denver Avenue.

I trust that these will be satisfactory for your purpose.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosures

GSP:aa

RECEIVED
SEP 22 1954
FOR FILING

FI-160(4)
2-7-55

Oregon Journal
PORTLAND 7, OREGON

9

September 18, 1954

Mr. R. H. Baldock
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

If one is available, I would be grateful if you would mail me a simple diagram of the viaduct you plan to build between Swift road and Union avenue in Portland (Federal Aid Project No. FI-160(4)). The Journal probably could use it at the time the commission opens bids on the job Friday.

If plans for the Clay street interchange on Harbor drive are finished, I'd also be grateful for a simple diagram of that, together with a cost estimate and construction schedule (when contract to be let, and when due for completion).

I just got back from a vacation trip to Jasper and Banff. The Columbia River highway looked wonderful after those Canadian [illegible].

Sincerely yours,

Don Sterling

[illegible]
[illegible]

NOTED
State Highway Engineer

RECEIVED
[illegible] 1954

RECEIVED
FOR FILING
EF1-14

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 22, 1954

(CONTRACT NO.) 3958	(EST. NO.)	(CONTRACTOR)	
3958	6-final	GENERAL CONSTRUCTION CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5237	R-90161	$ 3,084.87	3/22/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1953

Time Extensions: to Dec. 24, 1953 without penalty

Completion Date: Dec. 10, 1953

Date Accepted: April 1, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-6-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 6 1954
a a Wicklander

NOTED ON CARD
4-6-54

RECEIVED
FOR FILING

1-71-1 [illegible]

39

March 11, 1954

United States Guarantee Co.
90 John Street
New York 38, N. Y.

Gentlemen:

State Highway Contract No. 3958 for grading on the Union Ave.-Swift Road Junction Section of the Pacific Highway West in Multnomah County was completed by the contractor, General Construction Co., on December 10, 1953 but has not as yet been accepted by the Commission.

Final payment in the amount of $3,094.87 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $102,583.80 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1206 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

3-11-54

RECEIVED
FEB 11 1954
FOR FILING

CF1-1[illegible]

February 11, 1954

United States Guarantee Co.
90 John Street
New York 38, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to General Construction Co. on contract No. 3958, for grading on the Union Ave.-Swift Road Junction of the Pacific Highway West in Multnomah County.

This payment, in the amount of $10,227.43, will be released to the contractor on or after February 23, 1954. The retained percentage is $3,076.98.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1206 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
2-11-54

PFI-16 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Union Ave.-Swift Road Jct. **Highway:** West Pacific

County: Multnomah **Prefix:** 26-1031-900 **Res. Eng'r.:** Lowell Johnston

Length of Project: **Stations:** Pac. W. Station 70

Station to Station	Computed Base & Wear. Surf.	Topping	Base	Wearing Surface	Safety Factor & Allowance for Const. Traffic	Submitted Total Thickness & Planned Base & Wear
Intersection of Sta.70	~~9½~~ 9½	0	9" 6	3½	2½"	15" 12"

Subgrade material is hydraulic fill with the following properties.

LL	PI	% Pass 200
25	0	2.2
26	0	1.6

15"

Submitted by
Ass't. Construction Engineer

Recommended by
ASSISTANT Construction Engineer

Recommended by
Engineer of Materials

Approved by
~~Ass't~~. State Highway Engineer
Deputy

cc
Deputy
~~Ass't~~. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Soils Engineer

1/13/54

Form E-1—[illegible]

BFI-16(4)

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 2, 1954

Section Union Avenue - Swift Junction

Highway Pacific - West

Contractor General Construction Company

Date of contract June 24, 1953

Date work started July 21, 1953

Amount of contract $117,687.90

Kind of work Grading

Section prefix 26 - 1031

Contract number 3968 39—

Date of completion December 10, 1953

Estimated date of completion ...., 19....

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $117,687.90

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $6,600, 73 %

Date project was completed December 10, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

There will be no further weekly reports submitted.

The semi-final report is almost complete and will be submitted within a few days.

NOTED
FORREST COO

NOTED
B. A. MARTIN

RECEIVED
JAN 6 1954
CONSTR

Signed Lowell A. Johnston
Lowell A. Johnston
Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.57				
Miles partially completed	0.57				
Miles completed	0.57				
Total estimated quantities	173,100				
Estimated quantities moved or placed to date	173,100				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	Cloudy		

RECEIVED
DEC 30 1953
FOR FILING

[illegible]

[illegible]

December 29th, 1953

Mr. Arthur Moulton
13111 S. E. Nixon Drive
Milwaukie, Oregon

Dear Sir:

In reply to your letter of December 22nd, 1953, in reference to hydraulic dredging operations on the Union Avenue-Swift Road Junction Section of the Pacific Highway West in Multnomah County.

The contractor on this project was the General Construction Company, 4850 N. W. Front Street, Portland, Oregon, General Superintendent, Otto Herman.

Temporary dikes or temporary retaining walls are maintained at heights ranging from 4 feet to 6 feet and are constructed of embankment material as required. The cost is included in the bid price for embankment.

Approximately 188,000 cu. yds., or 3,196,000 cu. ft., of embankment material was placed.

The bid price of fifty-eight cents per cu. yd. included clearing and grubbing, the pumping and placing of fill material, shaping roadbed and slopes, construction of temporary dikes, disposal of excessive water and all cleanup work.

Contractors who would be interested in your project on the Willamette River between Oregon City and Portland are: General Construction Co., 4850 N. W. Front St., Portland, Oregon; Vernie Jarl, 438 South Roberts Avenue, Gresham, Oregon. Both have dredges in the vicinity of Portland.

I believe that this will give you the information that you requested. If we can be of further service, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

ASSIGNMENT

No. 4759 By wcw

Date: Dec. 23, 1953

Description: Letter of December 22 by Arthur Moulton, Milwaukie, asking for certain information on highway fill on Interstate Avenue.

Acknowledged by_____ Referred to Smith ✓

- _ Investigate and report with recommendation
- _ Such action as necessary and report
- _ Comment or recommendation
- X Return with rough draft of reply
- _ Prepare reply for signature of Mr._______
- _ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 12-29-53 Report Received________

13111 S.E.Nixon [illegible] ive,Milwaukee,Oregon.
December 22,1953.

ssion,
,

in contracting to have some fill
ver by a dredge. I noted with
on Interstate Avenue from the slough,
ls as to :-

dredge company.
e cost of the retaining dirt wall

e fill material
nilar work along the Willamette
Portland.

will be highly appreciated.

ially yours,

Arthur Moulton.
rthur Moulton.

PLEASE RETURN TO
W. C. WILLIAMS

13111 S.E.Nixon [illegible]ive,Milwaukee,Oregon.
December 22,1953.

Oregon State Highway Comission,
9200 S.E.McLoughlin Blvd,
Portland,Oregon.

Dear Sir,

I am interested in contracting to have some fill work done later along a river by a dredge. I noted with interest your highway fill on Interstate Avenue from the slough, and would appreciate details as to :-

1.Name of,& address,of the dredge company.
2.Heigth of and approximate cost of the retaining dirt wall around the area.
3.Cubic feet of area filled
4.Cost per cubic yard of the fill material
5.Parties to contact for similar work along the Willamette river between Oragon City and Portland.

Your favor in regard hereto will be highly appreciated.

Cordially yours,
Arthur Moulton
Arthur Moulton.

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED

RECEIVED
DEC 31 1953
FOR FILING

EFI-160 (4)

3958

December 28, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 10, 1953 on Contract No. 3958, Union Avenue-Swift Junction Section, in connection with Federal Aid Project No. EFI-160 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

MCW:tp

c.c.: John Cottrell

RECEIVED
DEC 8 - 1953
FOR FILING

CFI-[illegible]

2758

2361

December 1, 1953

Mr. Frank Kerman
Kerman Livestock Farm, Inc.
North Portland, Oregon

Dear Sir:

As I advised you in my letter of November 18, I have had Mr. Skelton make a careful investigation of the drainage matters you mentioned on the Swift-Denver-Union Avenue project, and I have his report on the matter.

From information furnished me by both the Resident Engineer and the Division Engineer, it is indicated that the State has taken care of all drainage matters required either on its own property or that which comes from your property. The drainage waters, of course, will not be carried into the slough, but will be carried to the pumping plant of Peninsula Drainage District No. 1.

The 36-inch pipe installed by the General Construction Company was done under permit from the Army Engineers, and the permit requires that this pipe be removed before high water season of the Columbia River. All the data seems to indicate that the State is putting in sufficient drainage facilities to adequately care for drainage, and we can not approve the plan you propose.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[redacted]

cc Mr. A. G. Skelton
Mr. H. G. Smith

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 25th, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your assignment No. 4661 dated November 18, 1953 forwarded with a letter dated November 10th from Mr. F. J. Kernan. Mr. Kernan brings up his suggestion to us for constructing a storm sewer to take drainage from the portion of the Swift-Denver-Union project lying west of Denver Avenue and south of the Swift Secondary, and to carry this to Oregon Slough by utilizing the General Construction Company's return line which carried their waste water back to Oregon Slough.

Our original plans for this project provided for carrying drainage from the remaining Kernan property under the new Swift Highway-Denver Avenue connection with two 18 inch culve ts, one at Station 78/00 and one at Station 82/00. These culverts would take care of drainage in this area, and would carry it south to where it would eventually get to the Peninsula Drainage District No. 1 pumping plant. Kernan made arrangements with the General Construction Company for them to fill all of the low ground from the new highway between the new highway, Denver Avenue, and the old Swift Highway Road. This has now been done. Our two culverts originally planned at ground level will be installed at the new ground level of the Kernan property, and will still provide drainage for all of this property, but will still take this drainage southward so that this drainage will go through the pumping plant as it always has in the past.

Lowell Johnston has made a complete investigation of this entire matter, and advises that the 36 inch pipe installed through the dike by the General Construction Company was installed under a permit issued by the Army Engineers, which requires that this pipe be removed before the high water season of the Columbia River. Johnston has discussed this matter with Mr. Jones of the Army Engineers, who advised him that in order to leave this pipe in or to install a smaller pipe to carry the water as suggested by Kernan, it would be necessary to secure first the approval of the Peninsula Drainage District No. 1 and final approval of the Army Engineers. There seems to be a definite question if such approval could be secured. The existing return line goes through the dike some 250 feet west of the west end of our project, and Johnston advises that it would require approximately 450 feet of pipe to carry this water from the easterly side of our new fill to the river, or a total of 325 feet of additional pipe that would be required under Kernan's plan than it is now necessary for us to use. It is estimated that this would require an additional expenditure of some $2,000.00 over our existing plan.

There is no benefit that would accrue to the state from this change, and our present plan will adequately handle the drainage from Kernan's property as well as our own. Kernan might be able to eliminate the pumping charge that is now assessed against his property by Drainage District No. 1 if this water were taken directly to Oregon Slough, and it is possible that we may in the future be assessed this pumping charge for the area of our new roadway, although we are not paying any pumping charges on any of our highways that lie within the limits of Peninsula Drainage District No. 1 or 2, which is east of Denver Avenue. I would strongly recommend disapproval of his request.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w

RECEIVED
NOV 27 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Portland, Oregon
November 10, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. W. C. Williams

Dear Sir:

I have been in the hospital for about three weeks but expect to be up and around in the next thirty days so I can go on with my battle with you on the right of way.

Dutch, I want to tell you about a manhole and storm drain. The General Construction Co. have about gotten their contract roughed in and will soon start the fine grading. I have talked to Shelton in the Portland office about this storm drain, and believe I talked to you about it some time ago. The State is in need of a storm drain more so than we are since our property has been filled in. You will have the surface water off Swift Road to take care of and we have no drain for the junction now. In the near future we will have the approach of the new Interstate Bridge. The surface water and drainage from that will also have to be taken care of.

At this time the General Construction Co. has a 36" corrugated iron pipe that runs under North Portland Road through the dike and across our property. As I understand it, this pipe is to be left under the highway. However, I expect it will be up to me whether the pipe is removed or left in. If the State is interested in putting in this storm drain and manhole, the Kernan Livestock Farm, Inc. will permit them to put in the manhole and drainage pipe on our waterfront property to drain the surplus water from the junction and the new highways into the river. If it is done at this time, it will save a lot of expense later. As I understand it the 36" pipe under the North Portland Road goes halfway under the dike and the other pipe that carries the waste water is an old stove pipe which probably will be taken out. This runs out to the river. The new pipe should go through the 36" pipe and have a tide gate on the river end.

When I came in this hospital I was 66. When I go out I'll be 45.

Yours very truly,

Kernan Livestock Farm, Inc.

F. J. Kernan
F. J. Kernan

FJK:ALK

RECEIVED
NOV 12 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

In reply to your letter of November23, 1953 re the hydraulic fill at Swift-Denver-Union, be sure that we have ample material in the fills to take care of any and all subsidence, as borrow in that area would be quite expensive.

If the contractor raises no objection or demands a higher price it is O.K. to eliminate the 25,000 yards of additional material if you have no immediate use for this material in the area.

In simple language, be sure we have sufficient materials for the fills and are not going to become involved in a price wrangle with the contractor.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED FOR FILING

FORM E-30 25M 9-51 52215

[illegible]

3725

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1953

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

When the plans and specifications were set up for the hydraulic fill on the Swift-Denver-Union Section, we anticipated that a major settlement would possibly take place and a surcharge was added to the fill to take care of this settlement and to expedite subsidence. We also anticipated that additional materials might be needed and approximately 25,000 yards of additional material was to be stockpiled.

I note in your letter to Paxson, November 3, 1953, that you state "We will have a great deal of surplus material on the fill, which will have to be removed". In view of this, it might be well to study this project to be sure that no unnecessary extra amounts of material are deposited.

Any additional materials could probably be utilized for future construction work, however, I see no reason why the job should not be held to minimum quantities or even less if anticipated subsidence in settlement is not occurring.

Very truly yours,

H. G. Smith
Construction Engineer

NOTED
W. C. WILLIAMS

By Forr Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
NOV 19 1953
FOR FILING

November 18, 1953

#4661

Mr. Frank Kernan
Kernan Livestock Farm, Inc.
Portland, Oregon

Dear Sir:

I am sorry to hear that you have been in the hospital, but I am very glad to learn that you are making a good recovery and are now the same age as Jack Benny.

As to the storm drain which you discussed in your letter, I am not familiar enough with conditions to give you any opinion now. I will have the matter carefully investigated by Mr. A. G. Skelton, and if the drainage is to the benefit of the State Highway Department we will attempt to work something out. Mr. Skelton or some of his engineers will make this investigation as soon as time will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:mm

cc Mr. A. G. Skelton

RECEIVED
NOV 19 1953
FOR FILING

November 16, 1953

General Construction Co.
4850 N. W. Front Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from September 15 to December 24, 1953 within which to complete your contract No. 3958, for grading on the Union Ave.-Swift Road Junction Section of the Pacific Highway West in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 6 1953
FOR FILING

BF1-160

1-5

October 5, 1953

Request for extension of time
No. 2
October 29 and 30 Meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from the General Construction Co. for an extension of time on the Union Avenue-Swift Road Junction, Contract No. 3958, from September 15, 1953 to December 24, 1953.

The major portion of this contract was to be performed by suction dredge, and because the material was to be obtained from the Oregon Slough, it was necessary that they await low water in order that the current would not be too swift for the operations. The contractor started work on the dredging as soon as conditions permitted and has shown satisfactory progress since that time.

I recommend that the extension be granted without penalty, and the Bureau of Public Roads concurs in that recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
1953
FOR FILING

BFI-160(4)

September 28th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Union Avenue-Swift Road Junction Contract #3958, Oregon BFI-160(4), from September 15th, 1953, to December 24th, 1953, to the General Construction Co., contractors.

The major portion of this contract was to be performed by suction dredge, and because the material was to be obtained in Oregon Slough, it was necessary that they await low water in order that the current would not be too swift to operate. The contractor started work on the dredging as soon as he was able to and has progressed continually since that time.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

E

cc to: H. G. Smith

RECEIVED
FOR FILING

PP 1-140(4)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 14th, 1953

SUBJECT:

To: Mr. R. B. Sipprell
Director of Permits
State Highway Department
Salem, Oregon

Dear Sir:

A short time ago I discussed with Mr. Stiffler the matter of whether a permit would be required or not to cover the installation of a pipe line undercrossing of Denver Avenue and overcrossing of the Denver-Vancouver connection, and the Denver-Swift connection in connection with our contract for hydraulic embankment on the new connection between the Swift Secondary Highway and Denver and Union Avenues. This work is under contract to the General Construction Company, our contract No. 395. As this is within the limits of our contract, there was some question as to what would be needed in the nature of a permit, however Mr. Stiffler suggested that we make up the regular application forms, and submit them so that should a permit be necessary, it would be issued. In this contract we have the normal public liability, property damage, and bond protection. It is my understanding the contractor expects to start work on this dredge and return line within the next week.

I am enclosing one copy of the plan prepared by the General Construction Company, and I am forwarding one copy to Mr. Stiffler.

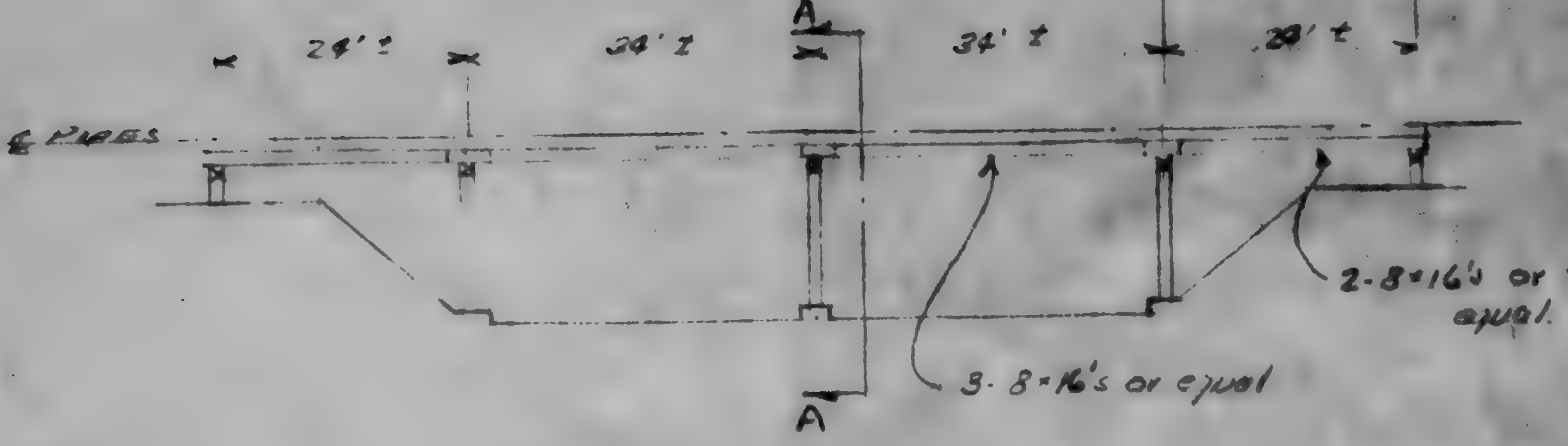
No Permit Req'd

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. W. Stiffler ✓
A. E. Johnson

NOTED
W. W. STIFFLER


24' ±
34' ±
A
34' ±
28' ±
℄ PIPES
2-8×16's or equal.
3-8×16's or equal
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ELEVATION
OF
PIPELINE CROSSING
1" = 20'

PELINE UNDERCROSSING

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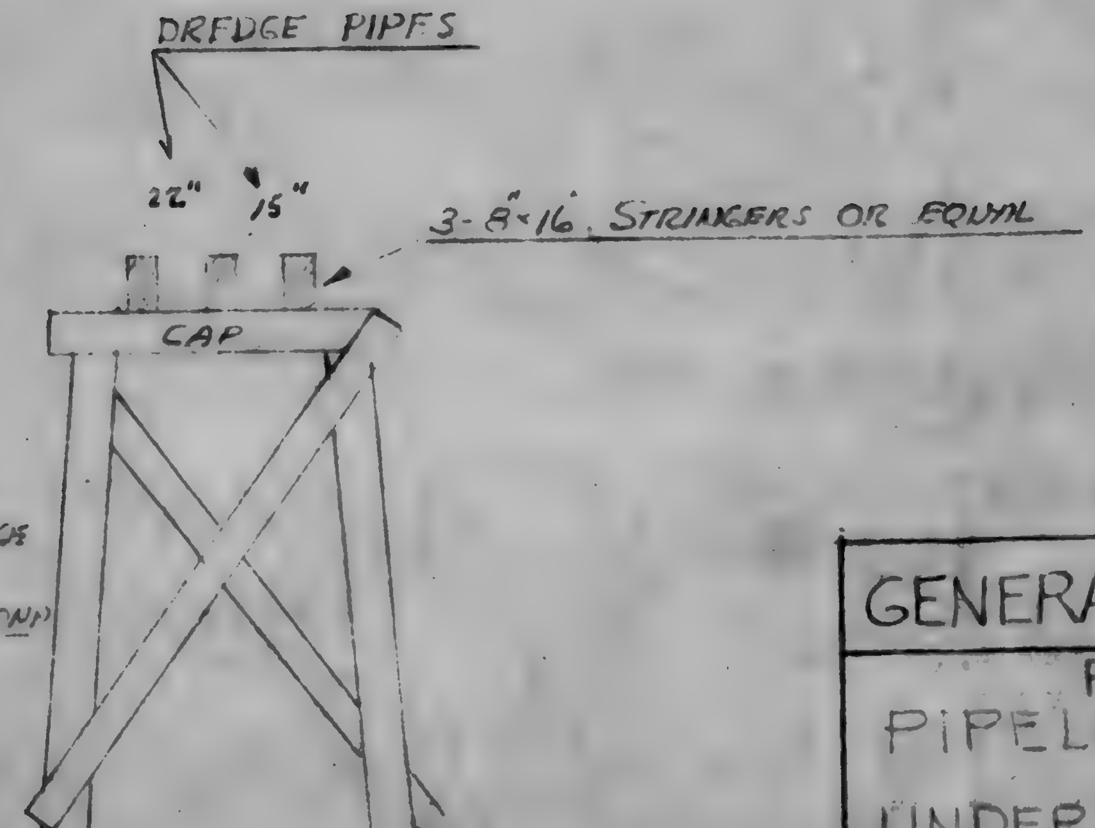
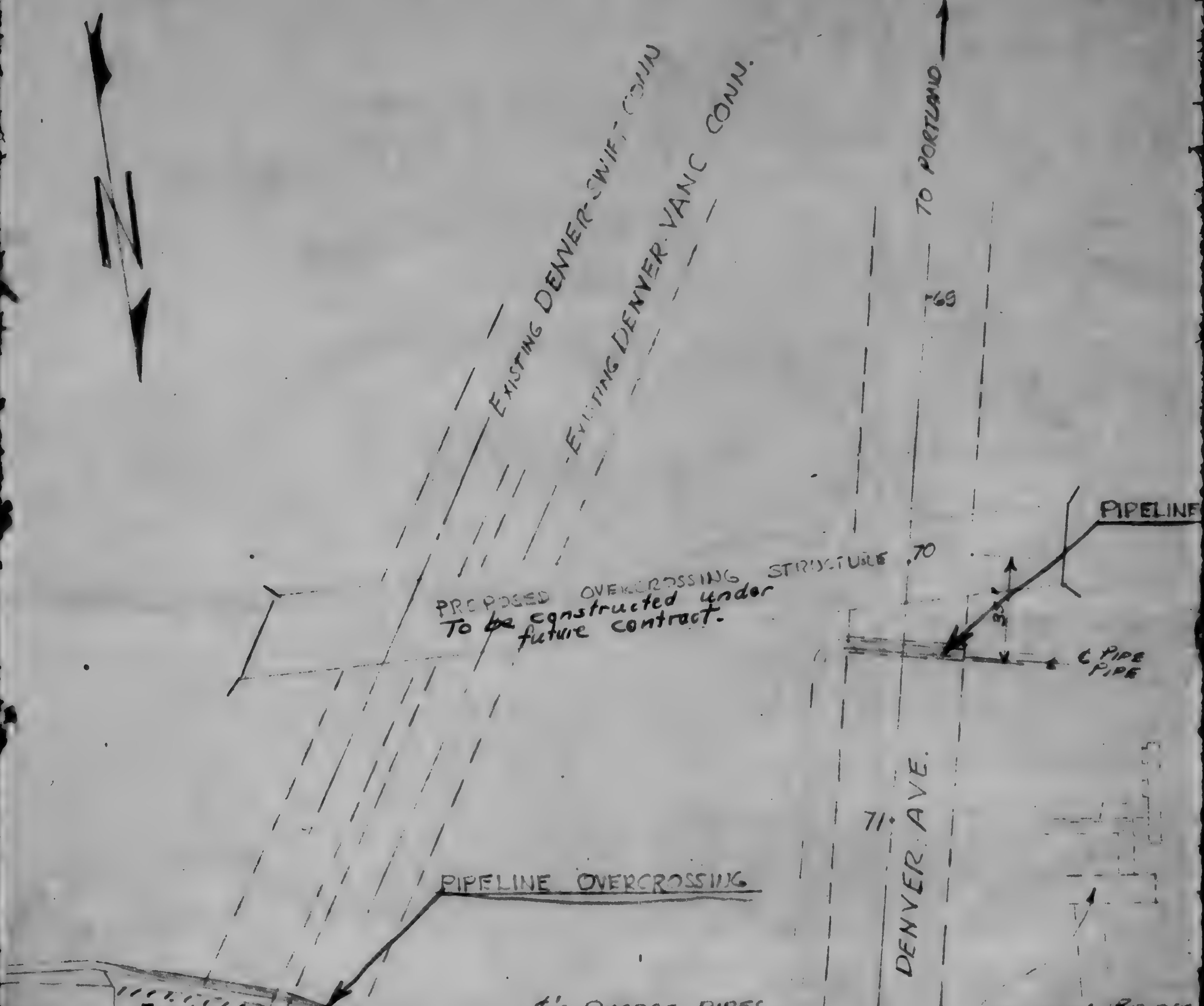

DREDGE PIPES
22"
15"
3-8"×16 STRINGERS OR EQUAL
CAP

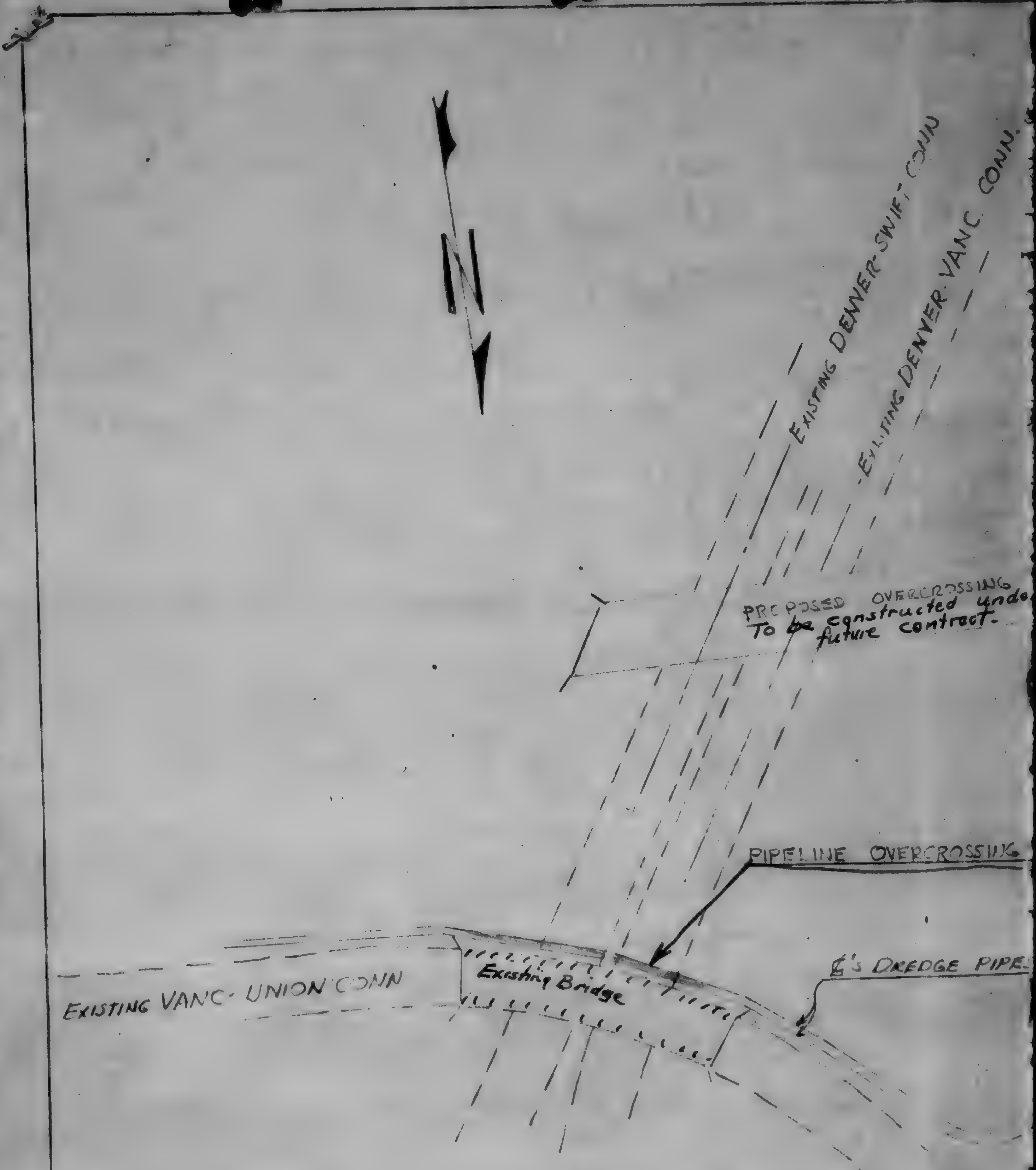
TYPICAL BENT A-A
3/16" = 1' 0"

GENERAL CONSTRUCTION CO.

PROPOSED
PIPELINE CROSSINGS
UNDER DENVER AVENUE &
OVER DENVER AVE CONN.

SCALES: AS SHOWN
DATE: SEPT 12-53
DRAWN: WRY
APP'D:
SHEET 1 of 1


N
EXISTING DENVER-SWIFT CONN
EXISTING DENVER-VANC CONN.
TO PORTLAND
69
70
PIPELINE
PROPOSED OVERCROSSING STRUCTURE
To be constructed under future contract.
35'
℄ PIPE
PIPE
DENVER AVE.
71
PIPELINE OVERCROSSING
ONN
Existing Bridge
℄'s DREDGE PIPES
EXISTING BRIDGE OVER DENVER AVE CONN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EXISTING DENVER-VANC. CONN.
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future contract.
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℄'s DREDGE PIPE
Existing Bridge
EXISTING VANC-UNION CONN

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FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 29th,1953

SUBJECT:

To: Mr. R. B. Sipprell
Director of Permits
State Highway Department
Salem, Oregon

Dear Sir:

We have recently contracted the construction of the Union Avenue-Swift Road Junction Project to the General Construction Company of Portland. This is a hydraulic fill project with the material to be pumped out of Oregon Slough and carried across the Swift Secondary Highway to the site.

I am enclosing herewith applications for two pipe line permits from the General Construction Company, covering (1) 36" corrugated metal pipe placed under the Swift Secondary Highway at Mile Post 2.70 for the water return from the dredging operations, (2) Mile Post 2.71 on the Swift Secondary Highway for an elevated crossing of the pump line for the dredge, and provides for a truss span 60 feet, plus or minus, to carry this line across both the Swift Secondary and the westbound Vancouver-Swift and Denver-Swift connections.

All work in the necessary pavement repair from the trench line will be done by the General Construction Company, including putting the highway back in its original condition when this line is removed. The General Construction Company carries all public liability and property damage insurance required in their general contract, and will furnish a rider extending this coverage to include the work covered in this permit.

This matter has been discussed with Mr. W. C. Williams, who is familiar with the necessity for this project.

Yours very truly,

A. G. SKELTON
Division Engineer

RECEIVED
[illegible] HIGHWAY COMMISSION

RECEIVED
JUL 30 1953
OFFICE OF
STATE HIGHWAY ENGINEER

AGS:w
Encl.
cc: W. C. Williams
A. E. Johnson

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 27th, 1953

SUBJECT:

To: Mr. R. B. Sipprell
Director of Permits
State Highway Department
Salem, Oregon

Dear Sir:

We have recently contracted the construction of the Union Avenue-Swift Road Junction Project to the General Construction Company of Portland. This is a hydraulic fill project with the material to be pumped out of Oregon Slough and carried across the Swift Secondary Highway to the site.

I am enclosing herewith applications for two pipe line permits from the General Construction Company, covering (1) 36" corrugated metal pipe placed under the Swift Secondary Highway at Mile Post 2.70 for the water return from the dredging operations, (2) Mile Post 2.71 on the Swift Secondary Highway for an elevated crossing of the pump line for the dredge, and provides for a truss span 60 feet, plus or minus, to carry this line across both the Swift Secondary and the westbound Vancouver-Swift and Denver-Swift connections.

All work in the necessary pavement repair from the trench line will be done by the General Construction Company, including putting the highway back in its original condition when this line is removed. The General Construction Company carries all public liability and property damage insurance required in their general contract, and will furnish a rider extending this coverage to include the work covered in this permit.

This matter has been discussed with Mr. W. C. Williams, who is familiar with the necessity for this project.

Yours very truly,

A. G. SKELTON
Division Engineer

RECEIVED
JUL [illegible] 1953
STATE HIGHWAY COMMISSION

RECEIVED
JUL 30 1953
OFFICE OF
STATE HIGHWAY ENGINEER

AGS:w
Encl.
cc: W. C. Williams
A. E. Johnson

RECEIVED
JUL 30 1953
FOR FILING

B71- [illegible] (1)

3959

July 29, 1953

Mr. Eugene E. Marsh
c/o Marsh, Marsh & Dashney
Attorneys at Law
First National Bank Building
McMinnville, Oregon

Dear Mr. Marsh:

In your letter of July 13, 1953 you request certain material as attorney for Kernan Livestock Farms, Inc., et al, to be used in connection with the State's condemnation case against this company for right of way needed for the construction of the Union Avenue-Swift Road Junction Section of the Pacific Highway West in North Portland.

The assemblying of this material was just completed today and I hasten to forward it to you under separate cover. The following is included in the package:

(1) Map showing approaches to the Interstate Bridge, including the cloverleaf pattern. This map also contains in pencil figures the 24-hour weekday vehicular volumes of traffic that obtained in May 1949.

(2) Map showing properties owned by Kernan Livestock Farms, Inc., a portion of which is intended to be used for right of way for this improvement.

(3) Copy of Contract No. 3958 awarded by the State Highway Commission to General Construction Company on June 24, 1953. This contract is for grading the Union Avenue-Swift Road Junction Section. This booklet contains the contract agreement and bond. There is also attached a copy of the plans of the improvement proposed under this contract.

I trust that this information satisfies your purposes. I am sorry there was some delay in furnishing this material.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

MARSH, MARSH & DASHNEY
ATTORNEYS AT LAW
FIRST NATIONAL BANK BLDG.
McMINNVILLE, OREGON

EUGENE E. MARSH
FRANCIS E. MARSH
WM. H. DASHNEY
EDWARD L. CLARK, JR.
WILLARD L. CUSHING

July 13, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: State of Oregon vs. Kernan Livestock Farms, Inc. et al

Dear Sir:

Pasters office will get

We represent the defendants in the above entitled case and we would appreciate it very much if you would forward to us a map showing all approaches to the interstate bridge, which constitutes a cloverleaf pattern. If possible we would also like to have the map showing the right of way that is being condemned in the above case.

Joe Yateley will get

If there have been any traffic checks made on each of the various approaches constituting the cloverleaf we would appreciate having the figures with reference to the latest traffic count.

Irven will get

We understand that the General Construction Company has been awarded the contract for the construction of the relocation of the Union Avenue-Swift Road Junction Section, and we would like to have a copy of the plans, specifications and contract showing the exact work to be done.

Contract 3958

Very truly yours,

MARSH, MARSH & DASHNEY

Eugene E. Marsh
Eugene E. Marsh

EEM:tjb

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 27 1953
FOR FILING

BFI-160(4)

2957

July 24, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 21, 1953 on Contract No. 3958, Union Avenue-Swift Road Junction Section, in connection with Federal Aid Project No. BFI-160 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
[illegible]
FOR FILING

BFI-160(4)

3959

July 14, 1953

General Construction Co.
4850 N. W. Front Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your files, a fully executed copy of contract No. 3958, which was awarded to you on June 24, 1953 by the State Highway Commission, for grading on the Union Avenue-Swift Road Junction Section of the Pacific Highway West in Multnomah County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded [illegible]

RECEIVED
JUL 6 1953
FOR FILING

OREGON DISTRICT
BFI-16[illegible]

R

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 24, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry for Oregon Project BFI-160(4), Union Avenue-Swift Road Junction Section of the Pacific Highway West in Multnomah County, have been acquired, we hereby concur as of this date in award of contract (Contract No. 3958) to the General Construction Company of Portland, Oregon, low bidder in the amount of $112,620.00 at the May 19, 1953 bid opening.

Very truly yours,

Polk
C. [illegible] POLK
District Engineer

Copy to
Mr. Probert

RECEIVED
JUN 25 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 25 1953
STATE [illegible]

RECEIVED
JUN 29 1953
FOR FILING

BPI-160(4)

[illegible]

June 24, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Contract No. 3958

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Union Avenue-Swift Road Junction Section of the Pacific Highway West in Multnomah County, Project BPI-160 (4), to the General Construction Co. of Portland, Oregon, on the basis of the bid of $112,620 submitted on May 19, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
AUG [illegible] 1953
FOR FILING

EF1-16(4)

3958

AGENDA
JUN 2 5 1953

NAH

June 24, 1953

General Construction Company
4850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19th accepted your proposal to perform grading work on the Union Avenue-Swift Road Junction Section of the Pacific Highway West at Denver Avenue Junction north of Portland in Multnomah County for the sum of $112,620.00, and on the same day awarded Contract No. 3958 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone conversation of this afternoon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. M. Fransen
H. G. Smith
S. H. Probert
C. W. Head
Goldie Lewis

ER

RECEIVED
JUN 24 1953
FOR FILING

6PI-160(4)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1953

SUBJECT: Union Avenue-Swift Road
Junction Section
Multnomah County

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
O F F I C E

Mr. Enfield informs me that the condemnation action against Frank Kernan will be filed today.

As far as this department is concerned, the contract can be awarded on June 24th.

R. L. Porter

R. L. PORTER
Right of Way Engineer

NOTED
W. C. WILLIAMS

RLP:pg

RECEIVED
JUN 23 1953
STATE HIGHWAY [illegible]

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

RECEIVED
FOR FILING

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

BF1-160(4)

3958

F-160(4)

SALEM, OREGON
MAY 18, 1953

RE UNION AVENUE-SWIFT ROAD PROJECT, BIDS RECEIVED MAY 19, STATE LAND BOARD WAIVES STATE ROYALTY PROVIDED MATERIALS TAKEN WITHIN HALF MILE OF PROJECT.

R. H. BALDOCK

Parker-Schram Co.	200 Builders Exchange Bldg.	Portland, Oregon
Steelman-Duff, Inc.	511 N. E. Lombard	Portland 11, Oregon
J. G. Watts Construction Co.	4538 S. W. Macadam	Portland, Oregon
J. M. Arenz	1601 N. E. Columbia Blvd.	Portland 11, Oregon
Port of Astoria	P. O. Box 659	Astoria, Oregon
John A. Logan	3824 N. E. 74th Ave.	Portland, Oregon
Keith Bros. Constr.	1025 Barnett Rd.	Medford, Oregon
J. N. Conley	4332 N. E. Royal Ct.	Portland 13, Oregon
Salem Sand & Gravel Co.	1405 N. Front St.	Salem, Oregon

May 18, 1953

Telegram on Union Avenue-Swift Road Jct. Project to:

Natt McDougall Co.	824 Pittock Block	Portland 5, Oregon
Kernan Livestock Farms	Box 56	North Portland, Oregon
Erland & Blickle	8265 N. Borthwick	Portland 11, Oregon
Durbin Bros.	Gen. Del.	Prineville, Oregon
Vernie Jarl		Gresham, Oregon
Riverbend Contractors, Inc.	211 N. E. Columbia Blvd.	Portland, Oregon
Babler Bros., Inc.	4617 S. E. Milwaukie Ave.	Portland 2, Oregon
Edlefsen-Weygant Co.	P. O. Box 885	Canby, Oregon
H. G. Palmberg	P. O. Box 991	Astoria, Oregon
Frank Lyons & Co.	5200 N. E. Alberta St.	Portland 13, Oregon
Rogers Construction Co.	11760 N. E. Glisan	Portland 16, Oregon
George Abrahams	3918 S. E. 56th Avenue	Portland, Oregon
General Construction Co.	4850 Front Avenue Box 3860	Portland 8, Oregon
Parker-Schram Co.	200 Builders Exchange Bldg.	Portland, Oregon
Steelman-Duff, Inc.	511 N. E. Lombard	Portland 11, Oregon
J. G. Watts Construction Co.	4538 S. W. Macadam	Portland, Oregon
J. M. Arenz	1601 N. E. Columbia Blvd.	Portland 11, Oregon
Port of Astoria	P. O. Box 659	Astoria, Oregon
John A. Logan	3824 N. E. 74th Ave.	Portland, Oregon
Keith Bros. Constr.	1025 Barnett Rd.	Medford, Oregon
J. N. Conley	4332 N. E. Royal Ct.	Portland 13, Oregon
Salem Sand & Gravel Co.	1405 N. Front St.	Salem, Oregon

Logan, Taylor & Co.	7800 N. E. Killingsworth Ave.	Portland 13, Oregon
Shirley G. Stone Company	2001 S. W. Market Rd.	Oswego, Oregon
Harbert Bros.		Estacada, Oregon
C. J. Eldon, Contractor	P. O. Box 5686	Portland 17, Oregon
Kathman Constr. Co.	12054 - 23rd Ave. N. E.	Seattle, Washington

RECEIVED
MAY 13 1953
FOR FILING

[illegible]
[illegible]
[illegible]

May 11, 1953

5-5

BFI-160 (4)

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We have your letter of May 6, concerning the Union Avenue-Swift Road Project, Project No. BFI-160 (4).

If the contractor on this project should elect to construct the embankments by hydraulic methods, the problem of taking care of the water would be his. We most certainly would not permit him to flood any areas to the detriment of traffic. It appears probable that if hydraulic methods are employed, they will be used to bring the materials to the vicinity but not to actually deliver the materials into the embankments. Delivery to the embankments would probably be accomplished by usual types of road building equipment.

It is our understanding that the typical section details mentioned in the third paragraph of your letter have been taken care of to your satisfaction. If not, please let us know.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

RECEIVED
MAY 13 1953
FOR FILING

May 7, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 5 relative to Project BFI-160 (4), Union Avenue-Swift Road Connection. I will take up the two matters listed in your letter in order:

1. We do not consider the present connection from Swift Avenue to Denver Avenue as satisfactory and certainly it is not superior to the connection we plan, marked as "SD" line. The principal trouble with the existing connection is the congestion on either side of Swift Avenue by reason of the building development. There is particular congestion in front of the Frank Kernan store, where continual turning movements are being made, and this materially delays traffic trying to get from Swift Boulevard to Denver Avenue. In our plans utilizing the "SD" line traffic will flow freely in one direction only from Swift Avenue to Denver Avenue and relieve the existing congestion.

2. The surcharge of some eight feet above the finished grade line is to provide materials to take care of settlement in the embankment, which we know will occur. We had some very bad settlement conditions when the high fills were placed during the war on the Denver-Union interchange, and we are continually confronted with the necessity of correcting the settlements. A surcharge is being placed on the embankment on Project BFI-160 (4) to serve two purposes. The first purpose is to expedite settlement of the fill by reason of the added weight of the surcharge. This we hope will result in much lesser maintenance cost when the ultimate pavement is placed thereon and eliminate the possibility of settlement of the bridge columns affected by the fill. The second purpose is to have sufficient materials to provide for the shaping of the roadway to grade after the settlement occurs.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. Smith
Mr. Probert

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 6, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our May 5 letter requested certain information relative to the design of BFI-160(4), Union Avenue-Swift Road Connection. Upon further review additional information is requested as follows.

Specifications do not preclude river dredgings for embankment construction. Assuming the contractor elects to use this procedure, what steps will be taken to prevent flooding of Denver Avenue north bound. Also, how will the embankment be confined to a 1-1/2 to 1 slope.

The typical section sheet should be revised to show the ultimate improvement contemplated in the program item, that is, width of pavement, width of shoulders, depth of base course, etc. Furthermore, the two grading sections now shown refer only to two specific stations and not for the entire project. The revised section should clearly indicate the nature of the "bump" on the shoulder right of station 72 and left station 66+00.

As this project was under design a full year ago, it would appear that you should have had ample time to submit the revised plans for our review well in advance of advertising. As of this writing, we have not received all the P. S. and E. documents.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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FOR FILING

File

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 5, 1953

Union ave - Swift Rd. Connection

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your April 27, 1953 letter requesting our approval of a specification providing that earthwork grading quantities shall be measured "in place in embankment."

The specification meets with our approval with the understanding that such measurement will be made on the basis of neat cross sections staked prior to construction and will not include any allowances for embankment settlement, foundation consolidation or excess material placed outside the neat section limits. Subject to approval by Washington Office

Very truly yours,

CGPolk
C. G. POLK
District Engineer

Polk says that this does not prohibit payment for surcharge quantities.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 5, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Although we have not received complete plans for Project BFI-160(4), Union Ave.-Swift Road Connection, we expect to recommend approval of the P. S. and E. when the following two points are cleared up.

1. In view of the existing Swift Avenue connection to the southbound lanes of Denver Avenue why is it necessary to build a second and inferior connection indicated on the map as the "SD" line.

2. We fail to see the need of a surcharge grade line varying up to 8' above the finish grade line. Presumably this can be justified. However, our Washington Office has consistently disapproved of "embankment in place" measurement unless such measurement includes all yardage due to shrinkage, settlement, erosion, extra width and foundation consolidation. It is possible that higher levels will approve the project only on the condition that quantities of earthwork between the finish and surcharge grade lines, be considered as settlement, etc., and therefore not eligible for Federal-aid. In that event, Federal participation would have to be limited to embankment quantities necessary in constructing to the finish grade line only.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents on Oregon Project BFI-160(4), Union Avenue-Swift Road Junction Section of the Pacific Highway West have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

You are advised that the basis of Federal participation may be reduced by excluding surcharge embankment quantities should the Division office determine such work is not eligible.

This is to authorize your advertising for bids.

Award of contract will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
District Engineer

NOTED
W. C. WILLIAM

RECEIVED
MAY 13 1953
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

[illegible]
[illegible]
[illegible]

FI 160(4)

April 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to our Union Avenue-Swift Road Project, Item No. 14 of Bond Financed Primary Highway Program, Project BFI-160 (4).

In connection with the grading work for which bids are to be received on May 18, the embankment materials are to be obtained from a source or sources selected by the contractor. Indications are that they will be sand dredged from nearby Oregon Slough.

In view of the strong probability of the materials being taken in a manner which will preclude measurement "in excavation," it is proposed to specify measurement "in place in embankment." May we have your approval of measurement on that basis.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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1953
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6(14)

58

.54

Indexed
Alphabetically

Kernan, F.J.

March 18, 1953

Mr. F. J. Kernan
North Portland, Oregon

Dear Mr. Kernan:

The Traffic Engineering Division has reported to me the results of the investigation of the traffic separators on Swift Boulevard adjacent to your buildings.

The investigation results in the recommendation that the traffic separators adjacent to the island points not be removed at this time. However, when the traffic interchange is completed, which we still have hopes of doing this summer, it might at that time be possible to eliminate the separators on Swift Boulevard as the amount of traffic will be greatly decreased on this particular portion of the highway when the new improvement is completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:lg

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1953

SUBJECT: Removal of Traffic Island
Union, Swift and Denver Interchange
Assignment WCW 4054

To: W. C. Williams

NOTED
W. C. WILLIAMS

I am returning herewith your file on the above subject and numbered assignment and am attaching a plan showing the islands in question and how they are proposed to be reconstructed when the Swift-Union connection is built.

Our representative contacted Mr. F. J. Kernan at the time of our field investigation and we have marked in red on the attached plan the 16 inch traffic separator that he requested be removed.

The service station shown in the triangle has been removed. It is Mr. Kernan's opinion that with the service station removed, there is no longer any need for the 16 inch traffic separator shown on the plan. He claims that because of the service station removal and the consequent opening up of the right turn from Denver Avenue to Swift Boulevard, vehicles make this turn at a high speed and that many of them strike the island.

Investigation discloses that there is now a grocery store almost directly opposite the existing opening in the 16 inch separator. It is our belief that Mr. Kernan is not particularly concerned with the hazards caused by the islands, but that he is interested in improving access conditions to this grocery. We have checked that accident record and have found that during the year of 1952 there were no reported accidents wherein the island points were involved.

Actually, as long as the break in the medial divider is provided, there is not too much benefit to be obtained from the two sections of island in question. At such time as the new grade separation is completed at this interchange there will be very little traffic on this section of Swift Highway. I would recommend retention of the islands merely as a matter of principle. Strictly from the standpoint of traffic safety and traffic movement, I would further recommend that the 16 inch separator be made continuous. If such were done, vehicles could use the opening opposite the new road approach to access to this business property.

RECEIVED
MAR 13 1953
NGINEER

Crandall
F. B. Crandall
Traffic Engineer

JAH:jr
Encls.

No. 4054
By W

ASSIGNMENT

Date: **March 3, 1953**

Description: **Letter of February 27 by F. J. Kernan regarding points on traffic islands which he says are extremely hazardous since removal of his General Petroleum station**

Acknowledged by ______ Referred to **Crandall** ✓

☒ Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply ______ signature
Please prepare for ______ W. C. WILLIAMS
______

Assignment executed 3-6-53 mc Report received ______

Remarks:

Portland, Ore.
7, 1953

road across

Portland.

was able

you could do something about these points on the islands as they are extremely hazardous since we tore down our General Petroleum station here at North Portland. We have had a couple of minor accidents here and believe it would help if the points were cut off the ends of the islands.

Yours very truly,

F. J. Kernan
F. J. Kernan

FJK:ALK

RECEIVED
MAR 4 1953
TRAFFIC ENGINEER

RECEIVED
[illegible] SSION

NOTED
W. C. WILLIAMS

North Portland, Ore.
February 27, 1953

Oregon State Highway Dept.
Salem, Oregon

[illegible]

Attention: Mr. W. C. Williams

Gentlemen:

I would like to have the new plans on the proposed road across the property of the Kernan Livestock Farm, Inc. at North Portland. I made a trip to Salem, as I understood they were out but was able to obtain only the profile and a sketch.

Also, Dutch, I wonder if you could do something about these points on the islands as they are extremely hazardous since we tore down our General Petroleum station here at North Portland. We have had a couple of minor accidents here and believe it would help if the points were cut off the ends of the islands.

Yours very truly,

F. J. Kernan

F. J. Kernan

FJK:ALK

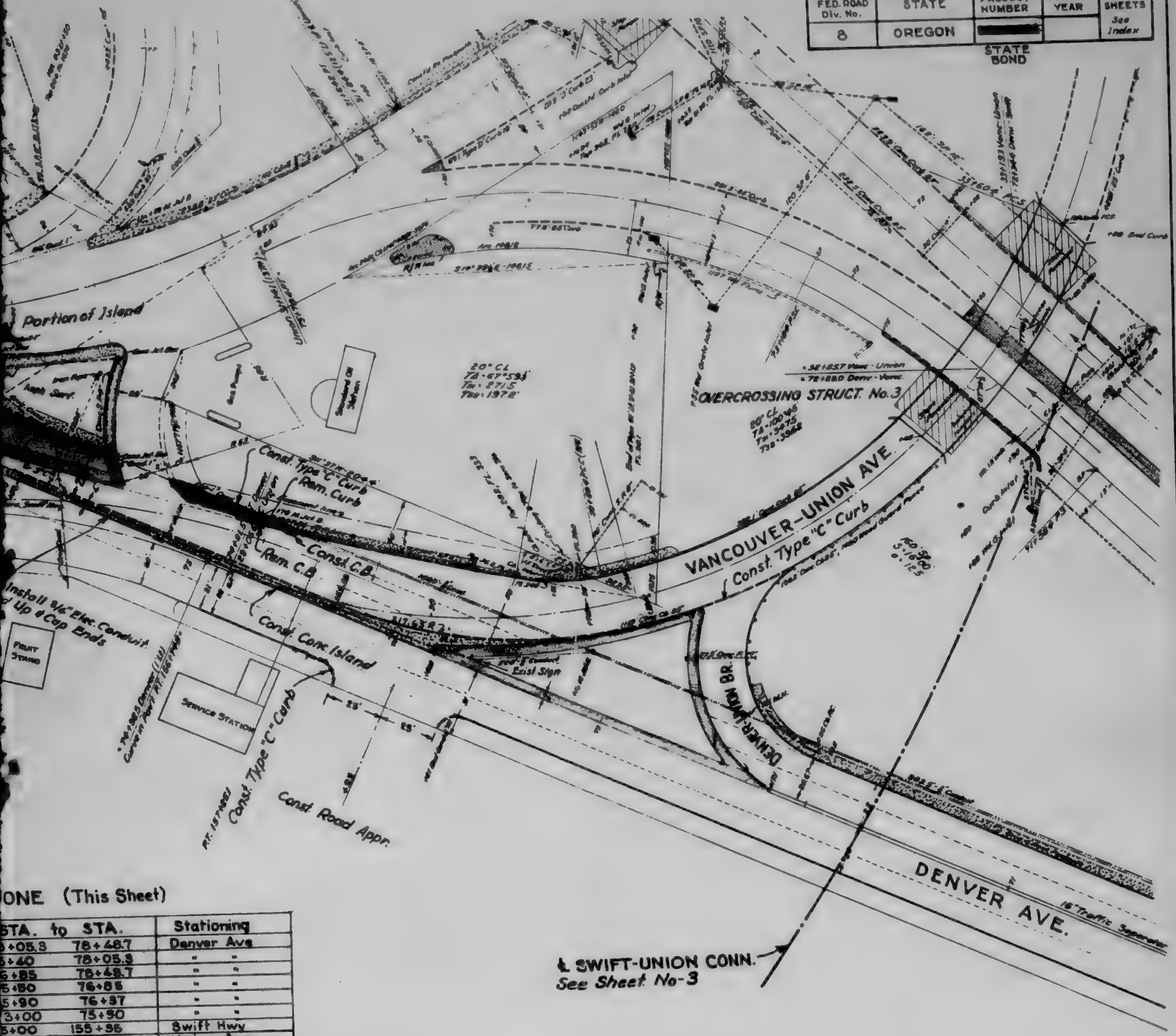
RECEIVED
MAR 4 [illegible]
TRAFFIC ENGINEER

NOTED
W. C. WILLIAMS

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

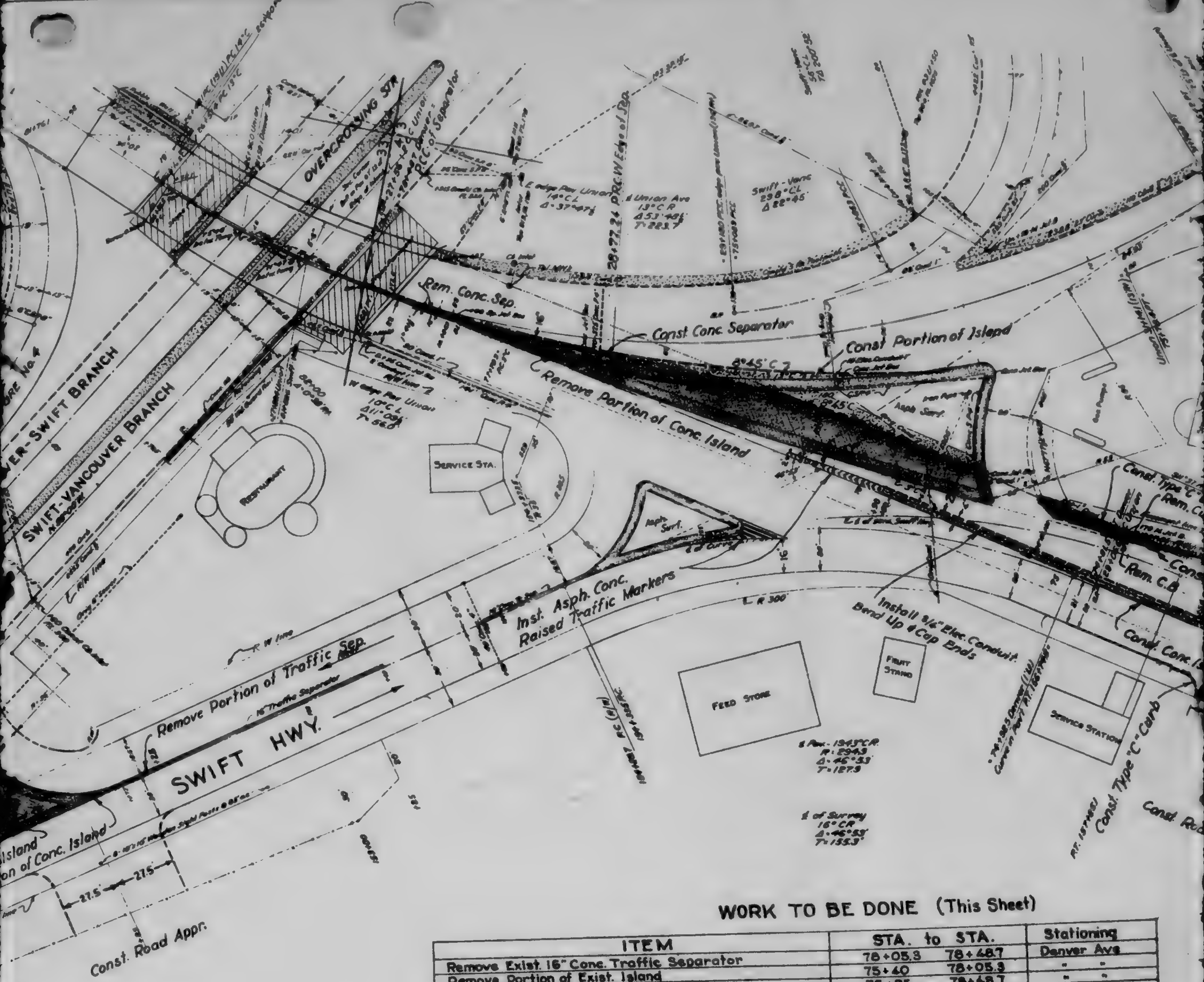
ION AVE.-SWIFT ROAD JUNCTION SEC.
PACIFIC HIGHWAY WEST
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 6
8	OREGON	[redacted] STATE BOND		TOTAL SHEETS See Index


Portion of Island
OVERCROSSING STRUCT. No. 3
VANCOUVER-UNION AVE.
Const. Type "C" Curb
Const. Type "C" Curb
Rem. Curb
Const. C.B.
Rem. C.B.
Install 3/4" Elec. Conduit
Up & Cap Ends
Const. Conc. Island
Exist. Sign
FRUIT STAND
SERVICE STATION
Const. Type "C" Curb
Const. Road Appr.
DENVER UNION BR.
DENVER AVE.
16' Traffic Separator
℄ SWIFT-UNION CONN.
See Sheet No-3
25'
25'

ONE (This Sheet)

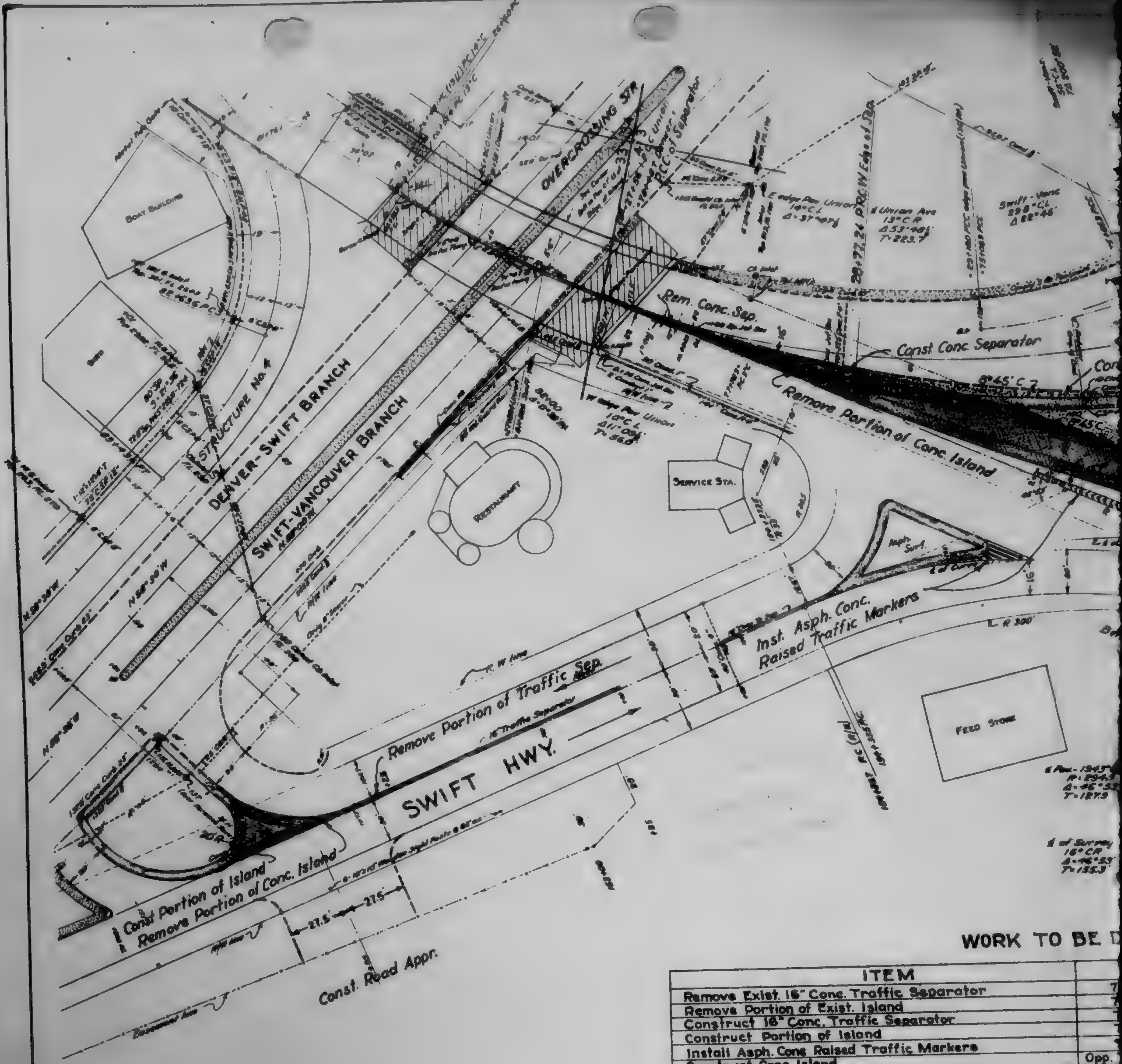
STA.	to STA.	Stationing
+05.3	78+48.7	Denver Ave
+40	78+05.3	" "
6+85	78+48.7	" "
6+50	76+85	" "
5+90	76+37	" "
3+00	75+90	" "
5+00	155+36	Swift Hwy
9+00	29+34	Union Ave
29+10		" "
9+25		" "
8+90	29+34	" "
73+68	74+37	Denver Ave
1+57.5	152+12.5	Swift Hwy
1+20	81+65	Union Ave
51+40	152+07.7	Swift Hwy
52+07.7	152+25	" "
51+40	151+60	" "
73+68	75+80	Denver Ave


OVERCROSSING STR.
SWIFT-VANCOUVER BRANCH
VER-SWIFT BRANCH
RE No. 4
Rem. Conc. Sep.
Const. Conc. Separator
Const. Portion of Island
Remove Portion of Conc. Island
Asph. Surf.
SERVICE STA.
RESTAURANT
Inst. Asph. Conc.
Raised Traffic Markers
Install 3/4" Elec. Conduit.
Bend Up & Cap Ends
FRUIT STAND
FEED STORE
SERVICE STATION
Remove Portion of Traffic Sep.
16' Traffic Separator
SWIFT HWY.
Island
on of Conc. Island
Const. Road Appr.
Const. Type "C" Curb
Const. Type "C"
Rem. C.B.
Const. Conc. Is
Const. Ro
Swift-Vanc.
Union Ave.
R 300
℄ of Survey
16° CR
Δ=46°55'
T=155.3'
℄ Pav. 19.45' CR
R=294.3
Δ=46°55'
T=127.9
27.5
27.5

WORK TO BE DONE (This Sheet)

ITEM	STA. to STA.		Stationing
Remove Exist. 16" Conc. Traffic Separator	78+05.3	78+48.7	Denver Ave
Remove Portion of Exist. Island	75+40	78+05.3	" "
Construct 16" Conc. Traffic Separator	76+85	78+48.7	" "
Construct Portion of Island	75+50	76+88	" "
Install Asph. Conc Raised Traffic Markers	75+90	76+37	" "
Construct Conc. Island	Opp. 73+00	75+90	" "
Install Asph. Conc. Raised Traffic Markers	155+00	155+35	Swift Hwy
Remove Conc. Curb.	29+00	29+34	Union Ave
Remove Catch Basin	29+10		" "
Construct Catch Basin	29+25		" "
Construct Type "C" Curb	28+90	29+34	" "
Construct Type "C" Curb & Road Approach	73+68	74+37	Denver Ave
Construct Road Approach	151+57.5	152+12.5	Swift Hwy
Surface Areas where Island			
Construct Type "C" Curb	31+20	31+65	Union Ave
Remove Portion of Conc Island	151+40	152+07.7	Swift Hwy
Remove Exist. 16" Conc. Traffic Separator	152+07.7	152+25	" "
Const. Portion of Conc Island	151+40	151+60	" "
Install 3/4" Elec. Conduit	73+68	75+80	Denver Ave

emoval of Existing Islands


OVERCROSSING STR.
BOAT BUILDING
STRUCTURE No. 4
DENVER-SWIFT BRANCH
SWIFT-VANCOUVER BRANCH
RESTAURANT
SERVICE STA.
Rem. Conc. Sep.
Const. Conc. Separator
Remove Portion of Conc. Island
Asph. Surf.
Inst. Asph. Conc. Raised Traffic Markers
Remove Portion of Traffic Sep.
16" Traffic Separator
SWIFT HWY.
FEED STORE
Const. Portion of Island
Remove Portion of Conc. Island
21.5'
21.5'
Const. Road Appr.
R. W. line
R 300'
Union Ave 13° C R
Swift-Vanc. 29° C L

WORK TO BE D

ITEM	
Remove Exist. 16" Conc. Traffic Separator	
Remove Portion of Exist. Island	
Construct 16" Conc. Traffic Separator	
Construct Portion of Island	
Install Asph. Conc Raised Traffic Markers	
Construct Conc. Island	Opp.
Install Asph. Conc. Raised Traffic Markers	
Remove Conc. Curb.	
Remove Catch Basin	
Construct Catch Basin	
Construct Type "C" Curb	
Construct Type "C" Curb & Road Approach	
Construct Road Approach	
Surface Areas where Island	
Construct Type "C" Curb	
Remove Portion of Conc Island	
Remove Exist. 16" Conc. Traffic Separator	
Const. Portion of Conc Island	
Install 3/4" Elec. Conduit	

▬ Request Removal of Existing Islands

RECEIVED
FOR FILING
Coast
R/W
Pac. Hwy. [illegible]

Indexed
Alphabetically
Kernan, F. J.

March 3, 1953

4054
(new)

Mr. F. J. Kernan
North Portland, Oregon

Dear Sir:

Replying to your letter of February 27, you are advised that our final plans for the highway across your property at North Portland are not available, and at this time we have nothing other than what you have been furnished.

I will refer to the Traffic Engineer the matter of investigating the islands which you state are hazardous since removal of your General Petroleum station.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. F. B. Crandall

Original Proposal

Lump Sum covering Frontage on Denver Avenue, Severance Damages and Right of Way	$185,000.00

Adjusted Proposal After Meeting with Oregon State Highway Department

Frontage on Denver Avenue 426.44 LF @ $125.00 LF	$53,500.00	
Right of Way - 4¼ Acres @ $10,000.00 Acre - Filled	42,500.00	
Severance Damages - 9.6 Acres @ $2,500.00 Acre	24,000.00	$120,000.00

rt

DELEGATIONS

3:15 p.m.
Hood River Chamber of Commerce
Date of Meeting August 19, 1952

State Highway Commission

NAME	ADDRESS (City or Town)	BUSINESS (Capacity)
D. L. Pierson	Hood River	Member, Chamber of Commerce
R. E. Steele	" "	Secty., Chamber of Commerce
Waldo Arens	" "	Perpetual Road Committeeman of Chamber of Commerce

---

and no fault of mine -- I just have to take it on the chin.

The major concern of the Kernan Livestock Farms at present is this. If this property is not filled prior to the construction of the new road, it can never be filled with a suction dredge; there would be too much wash. The amount of the entire fill is approximately 250,000 cu.yds., of which approximately 75,000 cu.yds. would be for the new road. This has been the big argument between me and the Engineers.

There is also the question of relieving the traffic congestion problem from the parking ground of the Pacific Internation Livestock Exposition. Without some provision to cover this, all Vancouver, St. John's and Portland traffic must travel via North Portland road. If some access to the new road were available from the parking ground, Portland traffic could travel via the new road to Denver and Union Avenues, thereby relieving some of the congestion.

I appreciate your offer on the underpass, but the underpass would enforce additional damage to the Kernan Livestock Farm property east of the proposed road in that it would further prevent the filling of the entire property as mentioned above. As I see it, the underpass would cut the property east and west, and the new road would cut it north and south.

Kernan Livestock Farms
P. O. Box 56
North Portland, Oregon

August 19, 1952

Oregon State Highway Commission
Imperial Hotel
Portland, Oregon

Attention: Mr. Ben R. Chandler, Chairman

Dear Mr. Chandler:

I would like to try to settle this right of way deal. The community and companies such as Swift & Co. and Moore Dry Kiln are certainly putting a lot of pressure on me. The people in the northeast district of Portland who use the St. John's Bridge to go to Giles Lake and that industrial community are on my back too. There are several thousand people employed in this Giles Lake district who use the St. John's Bridge instead of the Broadway Bridge, so it is not only the North Portland people who are jumping up and down on my back; it is also the people in the northeast district.

I realize the new road and right of way are needed for a cut-off to get off of Highway 99, but I certainly cannot give you the right of way and cut that 20 acres owned by the Kernan Livestock Farms on this junction in half. You certainly realize that this new road will take the traffic from the business established near the junction of North Portland Road and Highway 99 and route it in the center of the field. I figure it will take 60% of the business away from this firm. I realize this is no fault of the Commission, and no fault of mine -- I just have to take it on the chin.

The major concern of the Kernan Livestock Farms at present is this. If this property is not filled prior to the construction of the new road, it can never be filled with a suction dredge; there would be too much wash. The amount of the entire fill is approximately 250,000 cu.yds., of which approximately 75,000 cu.yds. would be for the new road. This has been the big argument between me and the Engineers.

There is also the question of relieving the traffic congestion problem from the parking ground of the Pacific Internation Livestock Exposition. Without some provision to cover this, all Vancouver, St. John's and Portland traffic must travel via North Portland road. If some access to the new road were available from the parking ground, Portland traffic could travel via the new road to Denver and Union Avenues, thereby relieving some of the congestion.

I appreciate your offer on the underpass, but the underpass would enforce additional damage to the Kernan Livestock Farm property east of the proposed road in that it would further prevent the filling of the entire property as mentioned above. As I see it, the underpass would cut the property east and west, and the new road would cut it north and south.

When the people of North Portland called me regarding the right of way, I called Commissioner McIver, and he suggested that I should take it up with Mr. Williams, the State Highway Engineer, to see if we could get together on the right of way. I subsequently made a trip to Salem for this purpose. I had a conference with Mr. Williams and Mr. Forest Cooper, and made an adjustment on the proposed price of the right of way. I then took it up with Mr. Williams, who is head of the committee for North Portland, telling him I had been down to Salem, and he suggested the right of way should be put on the Kernan Livestock Farm property line so the traffic from the parking ground for the Pacific International Livestock Exposition could get out on the new road without using North Portland Road. I agreed with him on that proposition if the State would either move the buildings which are now on the proposed right of way, or pay me to move them. I can see that the public would get better use of the new road from the parking ground of the Livestock Show property by being able to go via Denver Avenue or Union Avenue direct.

I would like to have the State put a manhole in and a storm drain to the Oregon Slough so that the surface water may be drained from Highway 99 and the new road. I want the State to cooperate with me by putting a pipe line beneath North Portland Road so that I may make the fill of the property mentioned above. This is the only time of year that the fill can be made inasmuch as the river water is low, and if the Commission is going to do anything regarding the right of way across the Kernan Livestock Farm property, this fill must be taken care of prior to the construction of the new road.

I would very much appreciate some word from the Commission regarding their intentions connected with the construction of this new road. In other words, I am interested in knowing whether the State intends to build on my property, and if so, when this construction is anticipated. I wish the Commission to know that I am willing to cooperate with them in every respect regarding this construction; however, I trust the Commission will cooperate with me in retaining the value of my property.

Very truly yours,

F. J. Kernan

Frank J. Kernan

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FORM E-30 37,500 4-52 56606

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[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1952

SUBJECT: File No. 15196-Kernan

To: MEMO

NOTED
W. C. WILLIAMS

Herewith results of a conference held in the office of W. C. Williams, Assistant State Highway Engineer, August 4, 1952. Present were Mr. Frank Kernan, Mr. W. C. Williams, Mr. E. M. Booth and Forrest Cooper.

Mr. Kernan made the following proposal: for the frontage on Denver Avenue, being a strip 80 feet deep and containing approximately 31,700 square feet, $40,000.00; for the remaining 4.25 acres of property needed for right of way at $10,000.00 an acre, $42,500.00; severance damage on the remainder of the tract owned southwesterly from the proposed improvement, 9.6 acres at $5,000.00 an acre, $48,000.00. These items total $130,500.00.

The cost of the fill for the highway was estimated as follows: 70,000 cubic yards at $0.70 per cubic yard, approximately $50,000.00. On this basis the difference between the amount of money asked by Kernan for right of way and cost of the fill would be $80,500.00.

The above was predicated upon the premise that the property would be filled to an elevation of 31 feet by Mr. Kernan. Mr. Kernan then made final concession of reducing the severance damage from $5,000.00 an acre to $2,500.00 per acre which would have the effect of reducing the amount shown above $24,000.00.

FORREST COOPER
Right of Way Engineer

FC:rmw

CC: W. C. Williams
C. W. Enfield

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 18, 1952

Freed & Failing
Attorneys at Law
Failing Building
Portland 4, Oregon

Re: State Highway Commission v.
Kernan Livestock Farms, et al.
L 1843

Attention: Mr. Edgar Freed

Gentlemen:

Enclosed herewith is a certified copy of a motion to dismiss the above-entitled case, which motion was mailed for filing this date, together with a suggested form of order which was likewise sent to the Clerk for presentation to the Court.

Since the State has been unsuccessful in negotiating with the owners of the only two properties necessary to be acquired for right of way for the construction of the Union Avenue-Swift Road Junction Section of the Pacific Highway West, the Commission has decided to postpone construction of this project for the present, and in the event that the project is constructed in the future, an entirely different design of this highway facility will be made, which will necessarily change the right of way to be required.

We are, therefore, moving for the dismissal of this case and should the Commission at some future date determine to again place this project upon its construction program, we shall at that time renegotiate with the owners for whatever right of way may be required to facilitate construction of this section of highway based upon a redesign.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh:pw
cc W. C. Williams ✓
Forrest Cooper

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JUL [illegible] 1952
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5-2

MARSH, MARSH & DASHNEY
ATTORNEYS AT LAW
FIRST NATIONAL BANK BLDG.
McMINNVILLE, OREGON

EUGENE E. MARSH
FRANCIS E. MARSH
WM. H. DASHNEY
EDWARD L. CLARK, JR.

July 8, 1952
Dictated July 7th

W. C. Williams
Assistant Highway Engineer
Salem, Oregon

Re: Frank Kernan Condemnation Suit

Dear Mr. Williams:

As I advised you in our telephone conversation this afternoon I have discussed the matter of settlement further with Mr. Kernan and it may be possible that when the Highway Commission has its meeting this week it might approve a program that would result in a settlement.

Mr. Kernan is concerned about one matter particularly. If the highway was built it would mean that Mr. Kernan could never successfully fill his property by dredging operations from the Oregon slough. As you know, it is his desire to at least fill in that area which will be surrounded by highways and thereby place the property in position for future development. It would be too expensive to haul in dirt or other material to make the fill and the only feasible way is by the dredging operations.

If the Highway Commission would postpone the construction of the highway or the Condemnation proceeding for ninety (90) days, Mr. Kernan informs us that he could have all the dredging and filling operations completed. After the fill had been completed, of course, it would then be the proper time for the Highway Commission and Mr. Kernan to agree upon the value of the property taken for right-of-way purposes, taking into consideration the additional value added by the fill on the right-of-way and some severance damage due to the fact his property would be split in two. This severance damage should be considerably less than it would amount to at this time.

Mr. Kernan sincerely feels that if a program is not worked out as above suggested he should receive the total sum of $185,000.00 as actual and

NOTED
W. C. WILLIAMS

severance damage for the right-of-way and that he should have two entrances into the new right-of-way, one from the West and one from the East and he should have an exit near the place where the highway leaves the Pacific International property. The two entrances would be operated so that there would be no possibility of crossing the new highway. Traffic using these entrances could only travel in an Easterly direction.

Will you please advise me, if this proposal is satisfactory.

Very truly yours,

MARSH, MARSH & DASHNEY

Eugene E. Marsh

Eugene E. Marsh

EEM:kmw

cc - Mr. Frank J. Kernan
Box 56
North Portland, Oregon

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BFI 160(4)

3928

May 6, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 2, regarding Project BFI-160 (4), Union Avenue-Swift Road Junction Section in North Portland.

We realize the 10 per cent grade on this project is rather severe, and for this reason planned to install heating elements in the pavement to prevent ice formations. Before recommending approval of this plan to the State Highway Commission, we made extensive studies of alternate plans in an effort to reduce the grade. One of the very first investigations was along the approximate line you suggest, but this required passing through KGW's radio antenna network. The property owned by KGW is underlaid throughout with various wires, cables, et cetera, pertaining to the radio system, and the Oregonian, owner of the property, absolutely refuses to consider a highway location through the property in any manner. We are certain that if we took the matter into court we would very probably be forced to pay very severe damages.

We have 10 per cent grades now on ramps from Harbor Drive and have had no difficulty whatsoever except during some icy periods. We have eliminated the icy conditions by means of heating on the proposed Swift Road connection.

Please rest assured that we have given serious consideration to every possible alternate, and we are of the firm opinion that the plan we now have is the most logical one, all matters considered.

We plan to call bids on this project at the May meeting and respectfully request your approval of the plan which we have prepared after many months of very careful study and investigation.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 2, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have reviewed the preliminary plans for Project BFI-160(4), Union Avenue-Swift Road Junction Section in North Portland and note, with some concern, an ascending 10% grade from an underpass of one traffic lane of Denver Avenue to an overpass of the other traffic lane.

The proposed facility is essentially for a series of extremely high traffic peaks of 30 to 60 minutes duration occurring usually after dark. Although it is understood that the pavement on the 10% section will be provided with an electric heating grid to preclude ice formations, nevertheless in our opinion, a high incidence of minor accidents will occur which very likely will lead to severe congestion. Traffic leaving the Exposition parking areas after an entertainment will be proceeding bumper to bumper at slow speeds. In attempting to ascend the steep grade and with a cold motor, many cars will stall. Many of these will proceed again without greatly slowing traffic. However, it has been our observation that those drivers who stall their motors in heavy traffic, quite often become confused and react slowly in emergencies. At best, these drivers will appreciably slow traffic behind and at worst will cause minor accidents such as locked bumpers from rolling back downhill.

We would appreciate advice as to other alternate locations studied and what factors led to adoption of the present design. In this connection we have sketched in pencil on the attached title sheet a location which has been observed in the field and which we feel is superior to the location you propose. It would eliminate the objectionable steep grade, sharp verticals and one structure. Although longer to Union Avenue, this may be an advantage as it will permit greater distance spacing between cars prior to entering Union Ave. A possible disadvantage is that it puts two lanes in one direction into the two lane, two direction Union Avenue Service Road. This may not be serious as it seems to us to be a real advantage in choking the two lanes in one direction down to one lane before it is poured into Union Avenue.

Please furnish your comments on our suggested location. We feel it is much superior and that it cannot readily be discarded for right of way reasons unless they are impossible of solution.

Very truly yours,

C. G. POLK
District Engineer

Encl.

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FOR FILING

North Portland, Oregon
April 18, 1952

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Received your letter of April 17, 1952 today, and if I understand it correctly you are not recommending 70 cents per cubic yard for fill. Or is it sand fill you are not recommending?

You know I have to build a reservoir which will take approximately 30,000 cubic yards of material to hold the water from the hydraulic dredge. This will cost me approximately 25 or 30 cents per cubic yard. I would have to get permission from your department to go under the highway with a 30" or 36" pipe. Also have to go through the dike, for which I have to have permission from the Drainage Districts and U. S. Engineers. We have made all the necessary maps and blue prints and have permission from the Government and the Drainage Districts.

As you know, Sam, I can't make the fill on this property after the new road is in because there would be too much wash on the new fill. That is the reason why I am asking you and the State Highway to work with me on filling the property of the Kernan Livestock Farm, Inc. I have been on this corner for approximately 20 years and have developed it to what it is today. Have been trying to fill this property which would be quite an expense. We are in about the same position as Jantzen Beach village and shopping center, except that we are on the other side of the street.

My purpose in meeting the Highway Commission is to ask them if my fill can be made along with building the new road. If it can be done, our troubles would be all over. Also, if the two buildings on this property are in your way, and you want to move the road off the Pacific International property, you will still be able to do it.

All we want, is to develop this property and to get enough out of the right of way so that we can put in the necessary service roads. This is good industrial property and should be developed. If the fill and the new road are both at approximately elevation 30, I don't believe it will be necessary for you to construct a dike.

I would appreciate your working along with me but of course I cannot ask you to do something that is against the regulations of the Highway Dept.

Yours very truly,

F. J. Kernan
F J Kernan

FJK:Alk

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[illegible]

4/17

April 17, 1952

Oregon State Highway Commission

Gentlemen:

Herewith are copies of a letter from Frank Kernan and my reply.

I would suggest that action be taken at this next meeting, and would earnestly recommend that you deny his request. It appears that it will be necessary to condemn his property, and this would complicate the matter extremely. Furthermore, I doubt whether we have the legal power to pay him for a fill in this manner, as the law requires that we take competitive bids on all projects of over $5,000 in cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
Enclosures

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APR [illegible] 1952
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Const

Portland

April 17, 1952

Mr. Frank J. Kernan
Kernan Livestock Farm, Inc.
Box 56
North Portland, Oregon

Dear Sir:

I am recommending to the State Highway Commission that they deny your offer to place dredged material in the highway fill in the proposed connection between Swift Boulevard and Denver and Union Avenues at a price of 70 cents per cubic yard. There is a grave question whether this can be done under the law and, in regard to that, I would recommend that it would not be good procedure since we have been unable to arrive at any right of way settlement with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi 1g
cc State Highway Commission

Portland, Oregon
, 1952

Oregon State Hi
Salem, Oregon

Gentlemen:

Mr Baldock

Please note.

I recommend denial of Kernans request that he place Highway fill at 70¢ per yd.

WCW.

We have arr water reservoir
so that a fill ca stock Farm, Inc.
at North Portland Dredging will
start ten days af iver. The
General Construct We also have a
contract for doing roperty to take
care of the excess

When the fill Denver Avenue
and North Portland days after crest
of high water in th for surfacing
and black top, whic The State Highway
Commission will be new road on
the property of the levation of
Denver Avenue and N

There is a slig which was traced
from your map with c rail shown on
your map will be eli e and the guard
rail will compensate the map will
raise your grade to c ivestock Farm
properties for buildi

The fill will be made in accordance with State specifications and the State profile excepting for raising the grade to the elevation shown on the map. The amount of yardage the State use in the proposed road will be 70¢ per cubic yard. This is the competitive price as bid in the last State letting. The Kernan Livestock Farm and the General Construction Co. will give sufficient security to the State to show that the work will be completed by August 1952.

This is business and industrial property located on a railroad spur and also on main highways. The elevations are such on this fill that the roads on the property will allow access to the properties by railroad as well as motor traffic from all directions. The Kernan Livestock Farm, Inc. will build, pave and maintain its own service roads according to plans similar to State specifications at no expense to the State. We are starting this work at once and would like to have an answer at your earliest convenience.

Yours very truly,

Kernan Livestock Farm, Inc.

By________________________

FJK:alk

North Portland, Oregon
April 7, 1952

[illegible]
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have arranged for dredging and building a dike for a water reservoir so that a fill can be made on the property of the Kernan Livestock Farm, Inc. at North Portland along Denver Avenue and North Portland Road. Dredging will start ten days after the crest of high water in the Columbia River. The General Construction Co. are to do the dredging and filling. We also have a contract for doing the work of building the dirt dike on the property to take care of the excess water while making the fill.

When the fill is in, it will be filled to the elevation of Denver Avenue and North Portland Road. The dredging will be completed sixty days after crest of high water in the Columbia River, and fill will then be ready for surfacing and black top, which will be on approximately August 1, 1952. The State Highway Commission will be able to buy the right of way for the proposed new road on the property of the Kernan Livestock Farm, Inc., filled to the elevation of Denver Avenue and North Portland Road.

There is a slight difference in the yardage shown on my map which was traced from your map with only minor changes, but the dike and the guard rail shown on your map will be eliminated. The price paid for building the dike and the guard rail will compensate for the raise in yardage. The elevations on the map will raise your grade to elevation 30, which will protect the Kernan Livestock Farm properties for building purposes, and floods.

The fill will be made in accordance with State specifications and the State profile excepting for raising the grade to the elevation shown on the map. The amount of yardage the State use in the proposed road will be 70¢ per cubic yard. This is the competitive price as bid in the last State letting. The Kernan Livestock Farm and the General Construction Co. will give sufficient security to the State to show that the work will be completed by August 1952.

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Yours very truly,

Kernan Livestock Farm, Inc.

By______________________

FJK:alk

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FOR FILING

KING
BUILDING SUPPLY
10301 N.E. GLISAN at 103rd
PORTLAND 16, OREGON

ALASKA OFFICE
P.O. Box 1034--Post Road
Anchorage, Alaska

February 7, 1952

Mr. Frank J. Kernan
Box 56
North Portland, Oregon

Dear Sir:

In regard to your property on Swift Blvd. extending 200 feet South of the rear end of the two steel framebuildings, which was to be leased to our company for warehouse and retail store, we have been waiting for the past 18 months for word to go ahead with our construction.

You have told us that it is being held up by the Oregon State Highway Department. Our patience is at an end. We are tired of waiting. It is our opinion that 18 months is sufficient to have a clear understanding with the highway department.

I wish to remind you at this time that it is an approximate $600,000 to $700,000 gross business per year for us. Under our tentative lease agreement with you which is based on minimum payment plus a percentage of gross receipts, this will mean an income to you of between $6000 and $7000 per year. Also under this lease based on gross receipts, it could mean much more in the next few years.

Unless some agreement is reached between you and the highway department on the location of boundaries of this property in the next ten days, we shall be forced to find a new location.

We have been very patient in this matter considering the sales potentials we have lost. We intend to be in business either in your location or a new location within the next 30 days.

Please take immediate action. We will expect an answer within the next 10 days.

Yours truly,

Newton A. King

Newton A. King

NOTED
W. C. WILLIAMS

NAK:vhk

~~REFERRED TO
M. Babcock
BY SECRETARY~~

Williams

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FOR FILING

New Telephone Number
Lincoln 5651

KING
BUILDING SUPPLY
10301 N.E. GLISAN at 103rd • ~~[illegible]~~
PORTLAND 16, OREGON

ALASKA OFFICE
P.O. Box 1034--Post Road
Anchorage, Alaska

February 7, 1952

Mr. Frank J. Kernan
Box 56
North Portland, Oregon

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Please take immediate action. We will expect an answer within the next 10 days.

Yours truly,

Newton A. King

Newton A. King

NOTED
W. C. WILLIAMS

NAK:vhk

REFERRED TO
~~M. [illegible]~~
BY SECRETARY

Williams

Kernan Livestock Farm
North Portland, Oregon

NORTH PORTLAND, OREG
FEB 11
5:30 PM
1952

Mr. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Cooper

Please see me
about this matter.
[illegible]

Cooper states that [illegible]
means the [illegible] [illegible] [illegible]
little [illegible] [illegible]
(by [illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTME

PLANS FOR PROPOSED PROJECT

UNION AVE. - SWIFT ROAD JUNCTION S
PACIFIC HIGHWAY WEST
MULTNOMAH COUNTY
1952

TRACT
HARBOR

STATE OF OREGON

TATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

◆

AVE. - SWIFT ROAD JUNCTION SECTION

PACIFIC HIGHWAY WEST

MULTNOMAH COUNTY

1952

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ECTION

UNION AVE.-SWIFT ROAD JUNCTION SEC. PACIFIC HIGHWAY WEST MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS *See Index*
8	OREGON	BFI-160(4)		

REGISTERED PROFESSIONAL ENGINEER
157
OREGON
NOV. 8, 1919
R. H. BALDOCK

STATE HIGHWAY COMMISSION

BEN R. CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissioner
M. K. MC IVER	Commissioner

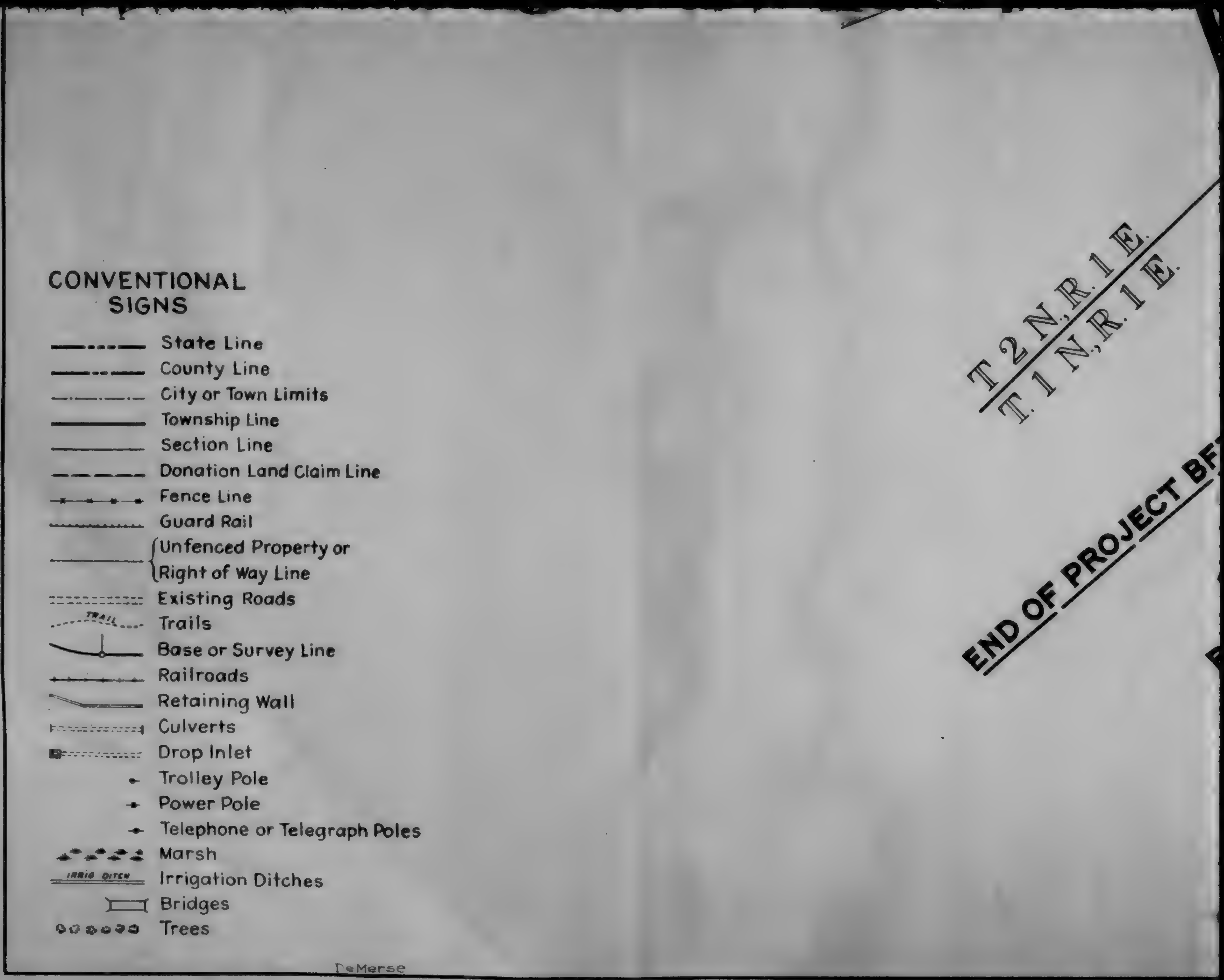
STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL DATE

DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

APPROVED DATE

DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE


CONVENTIONAL SIGNS
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City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line
Existing Roads
TRAIL
Trails
Base or Survey Line
Railroads
Retaining Wall
Culverts
Drop Inlet
Trolley Pole
Power Pole
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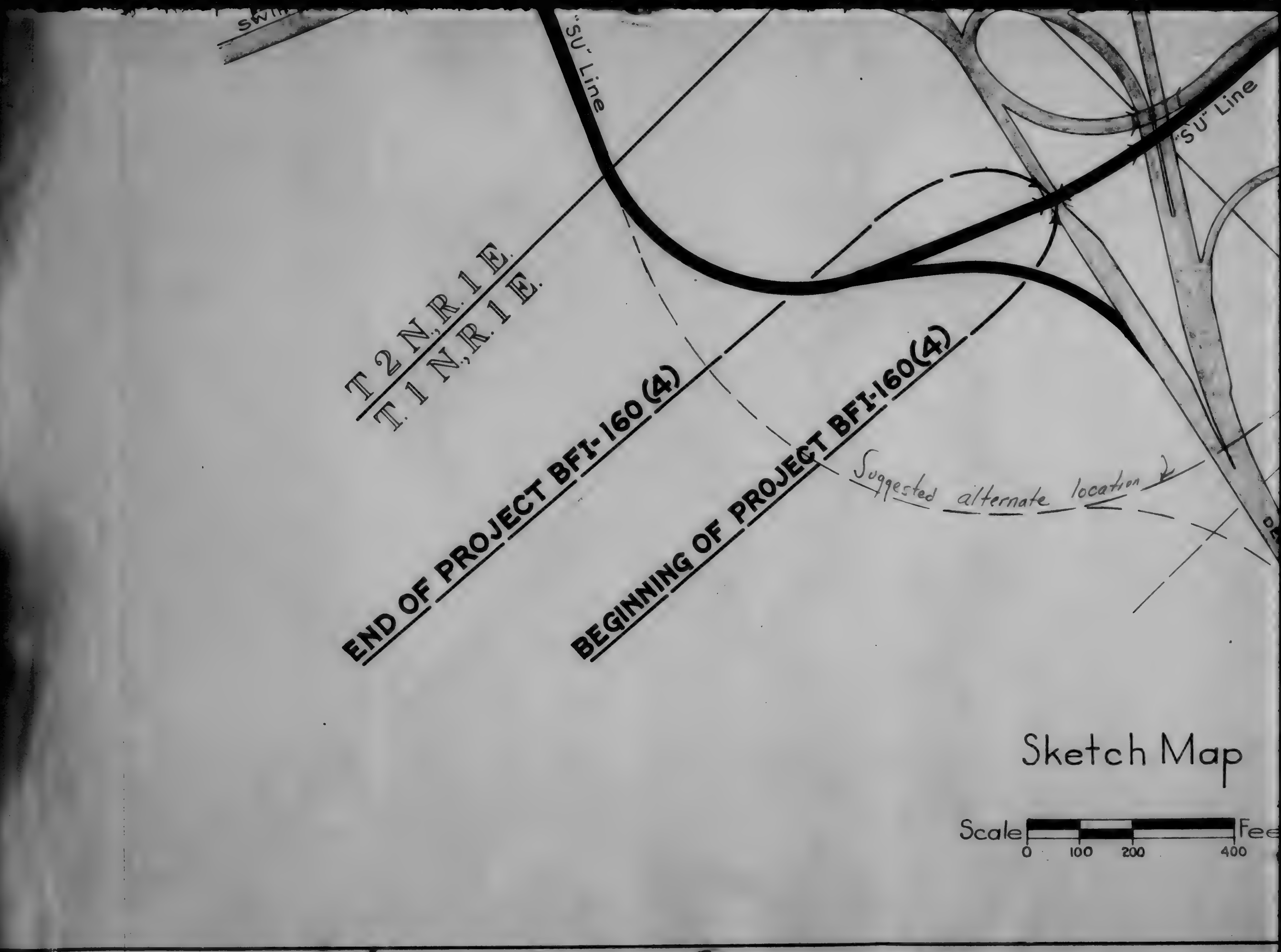
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Suggested alternate location
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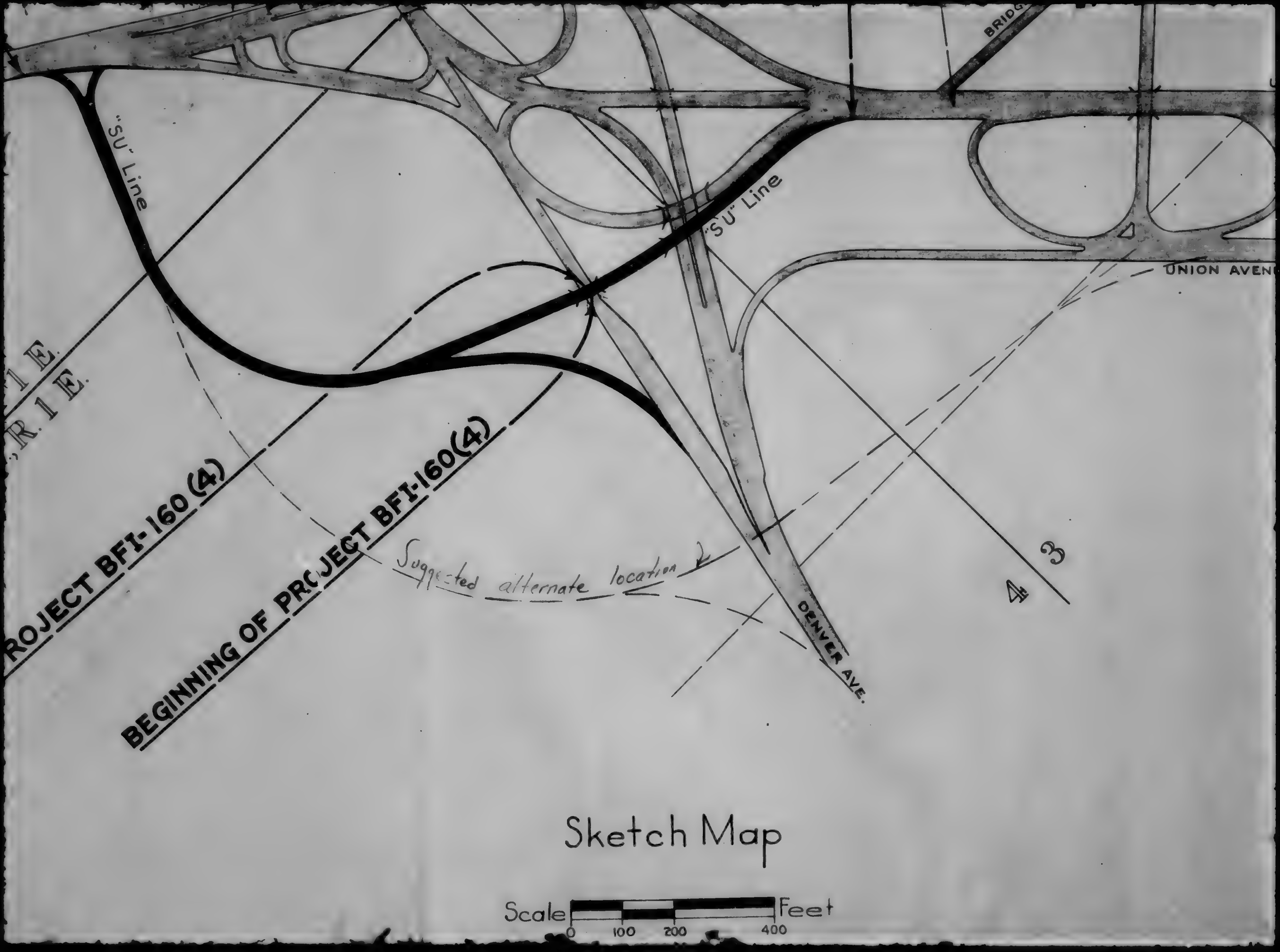
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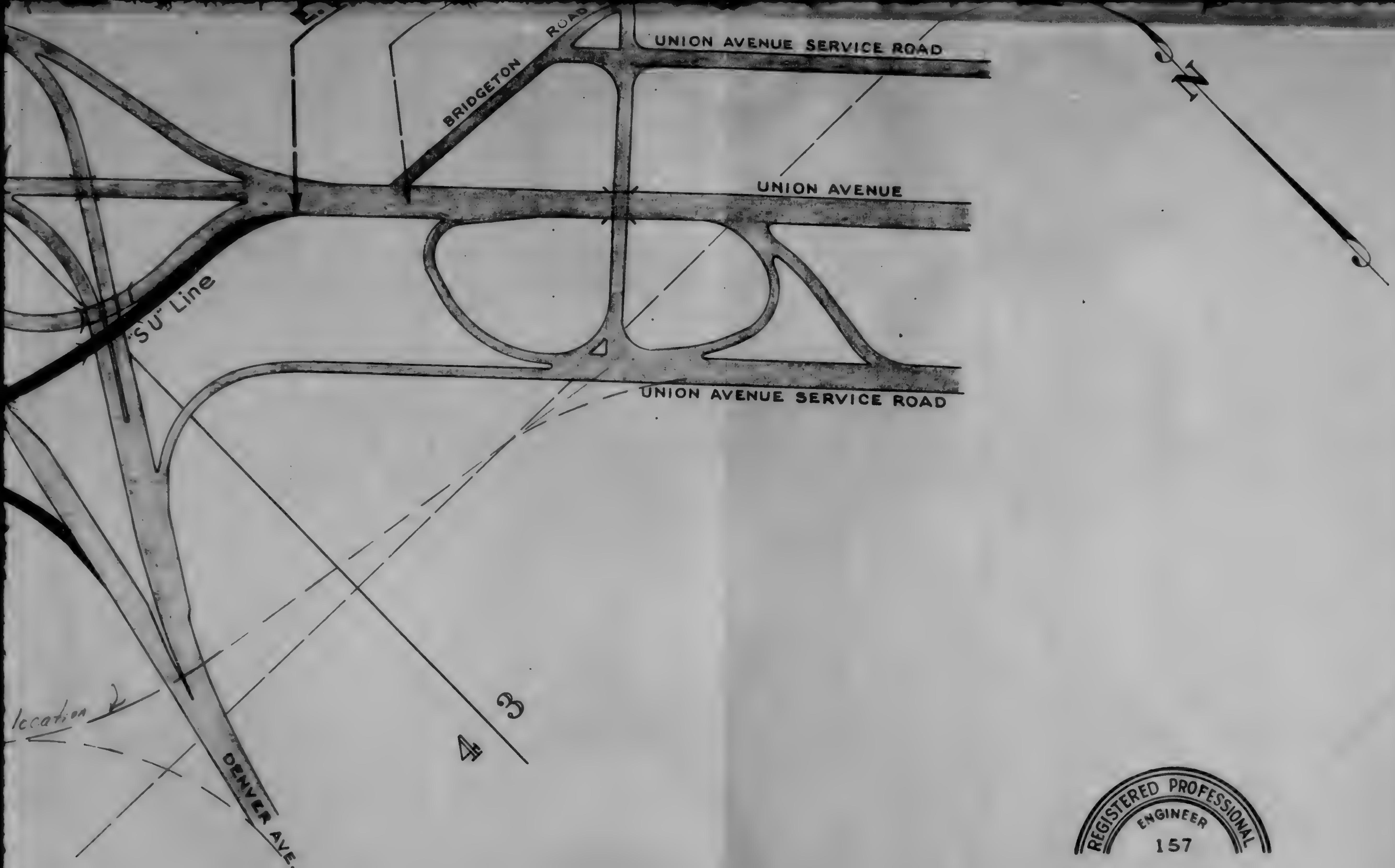
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UNION AVENUE
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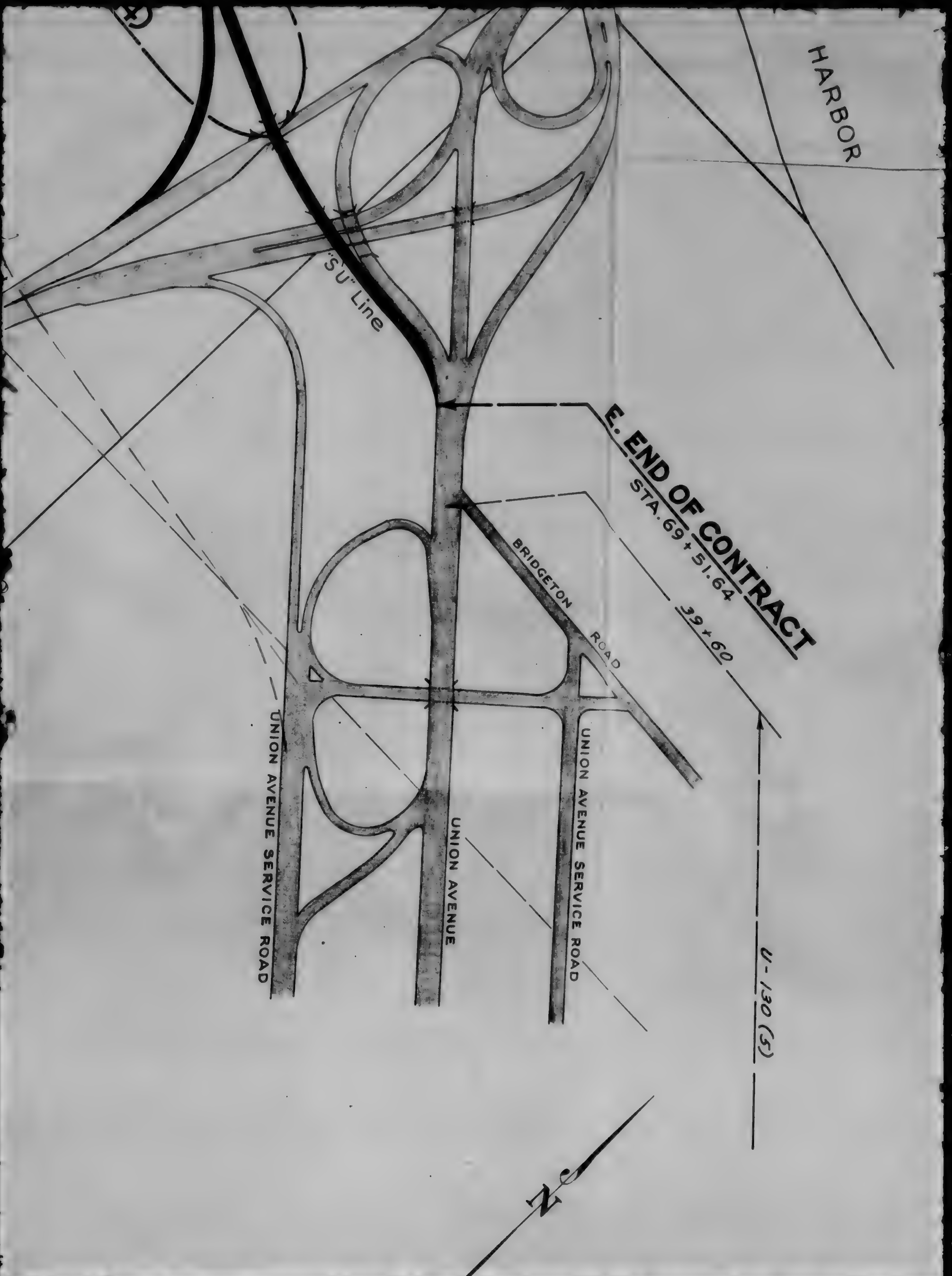
157
NOV. 8, 1919
R. H. BALDOCK

STATE HIGHWAY COMMISSION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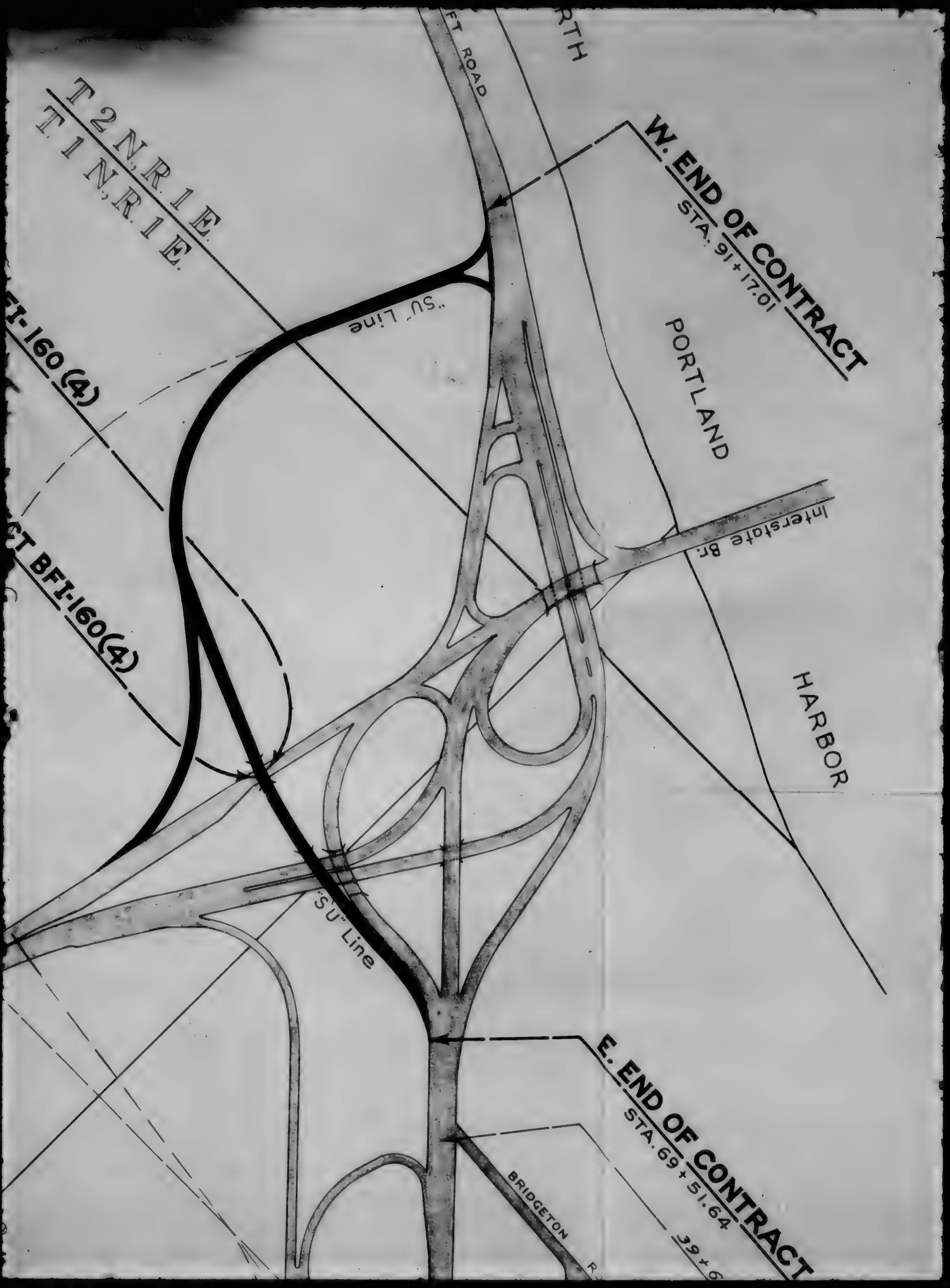
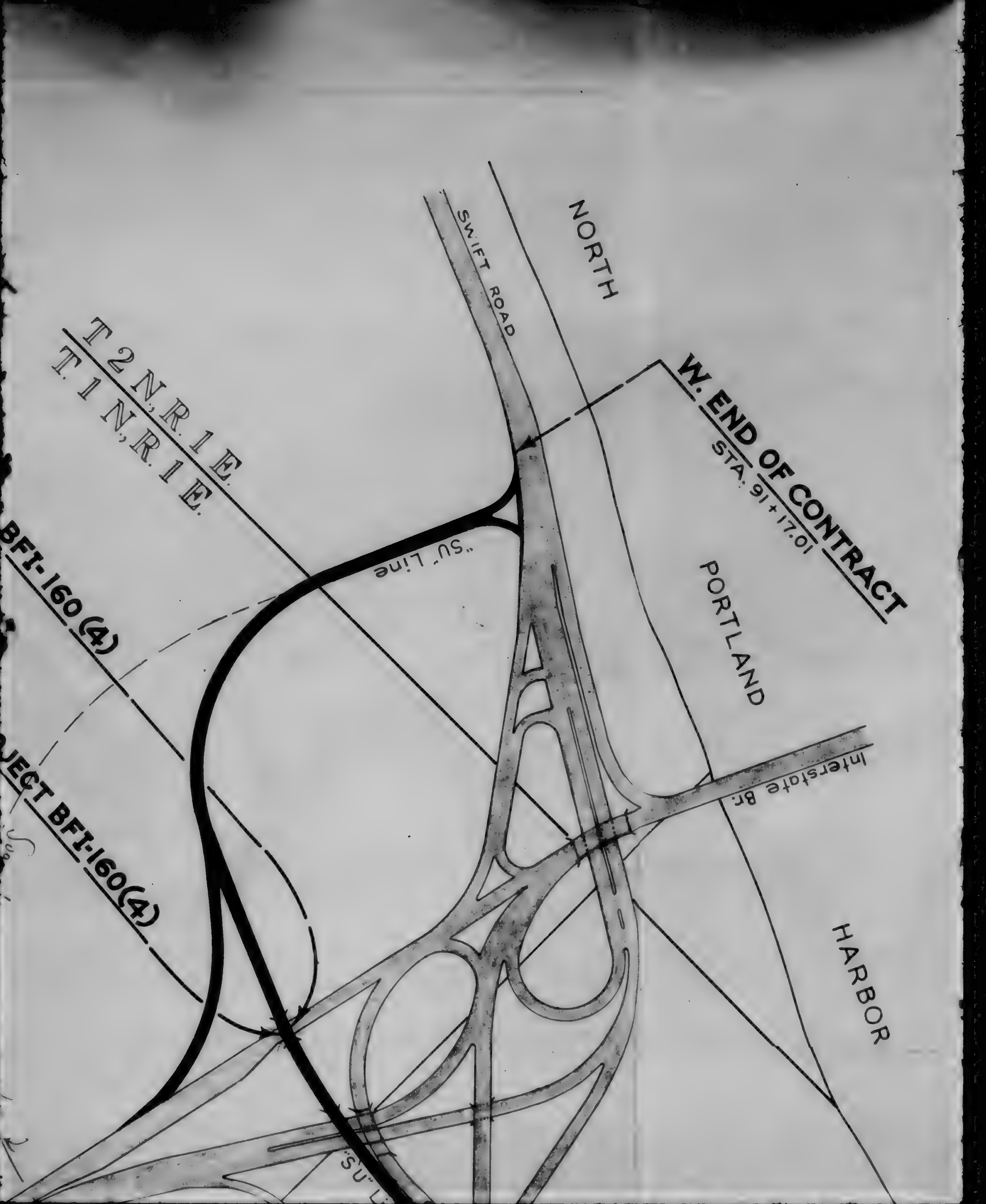
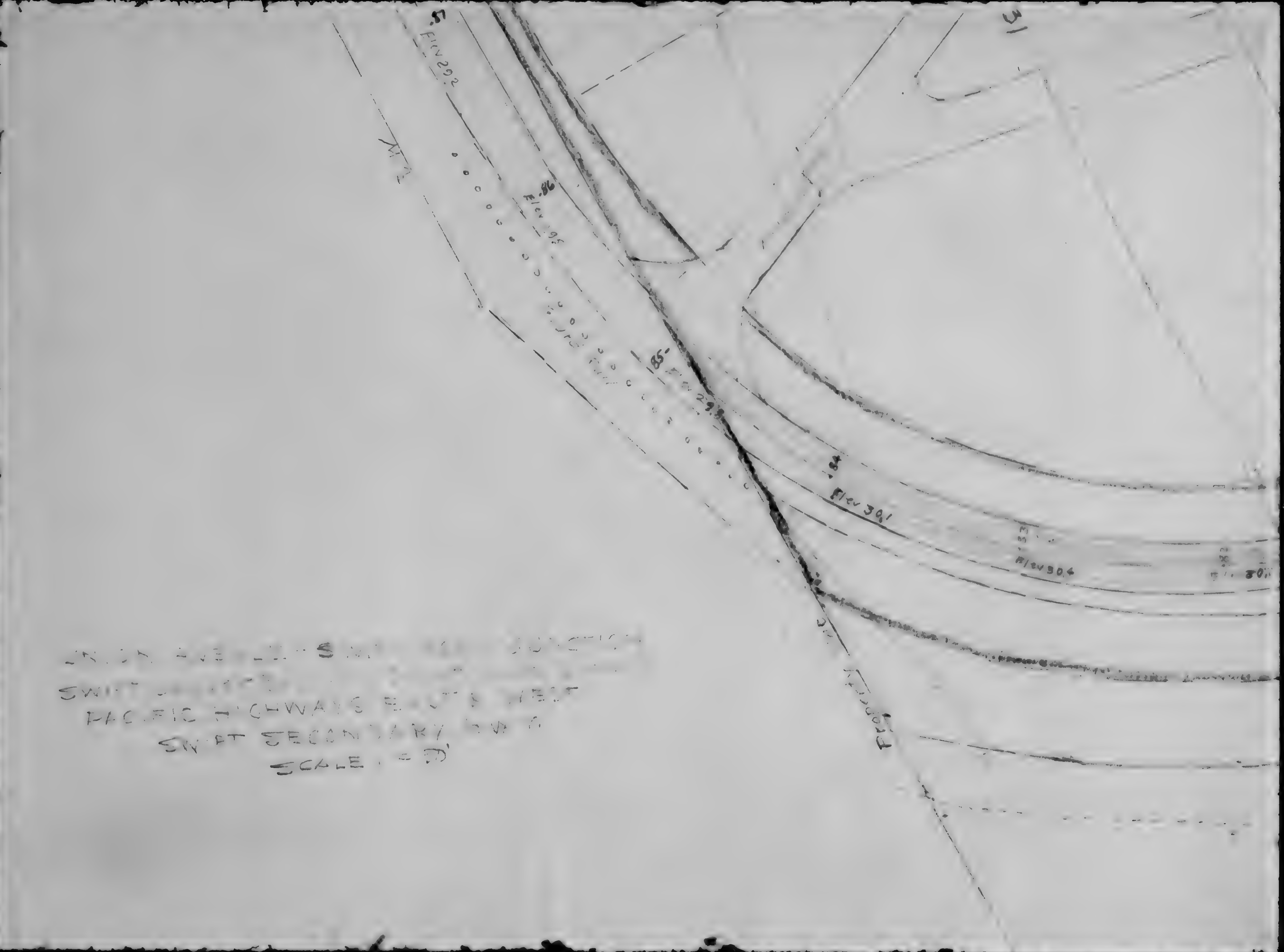
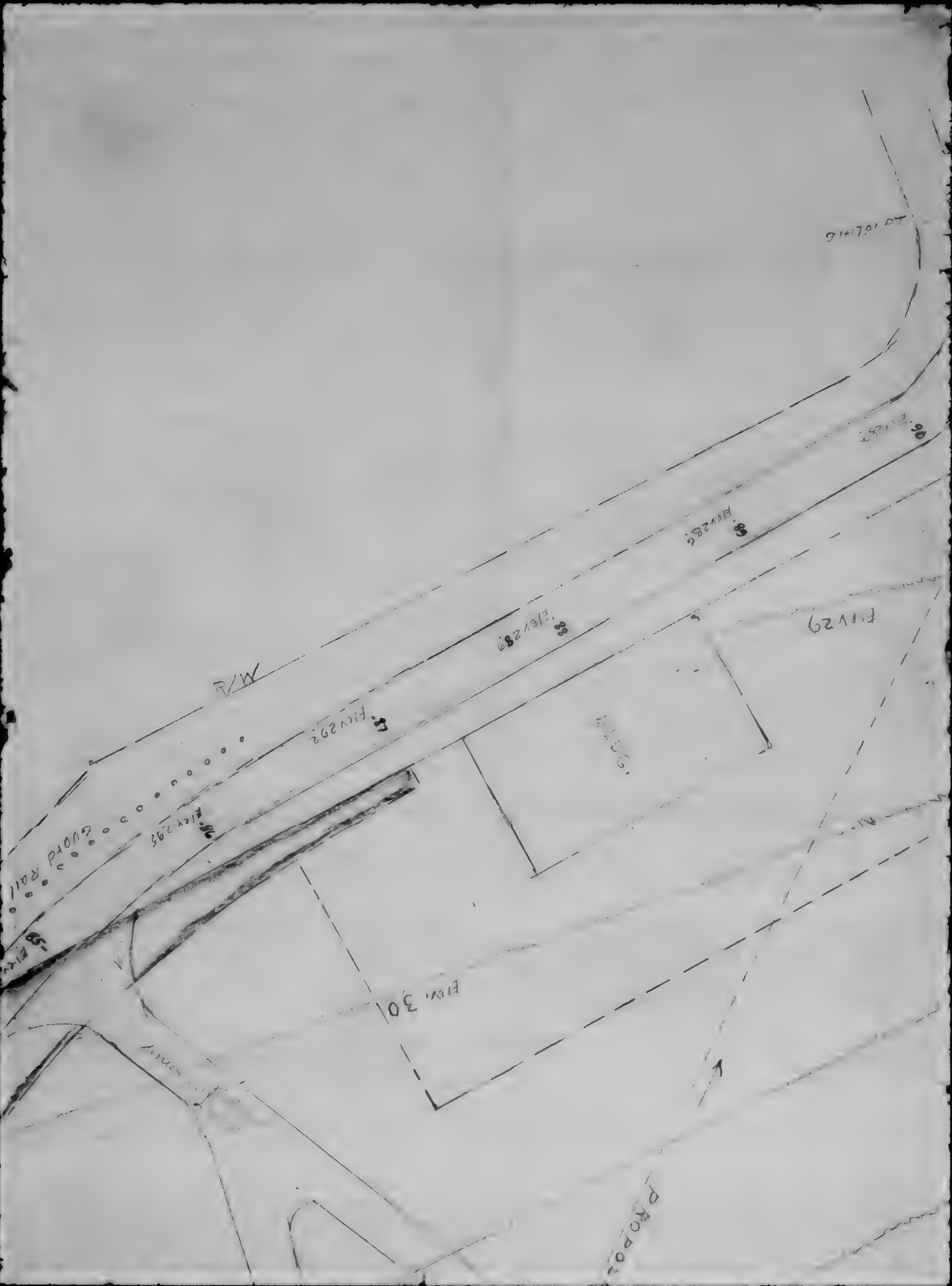
U-130 (5)
N

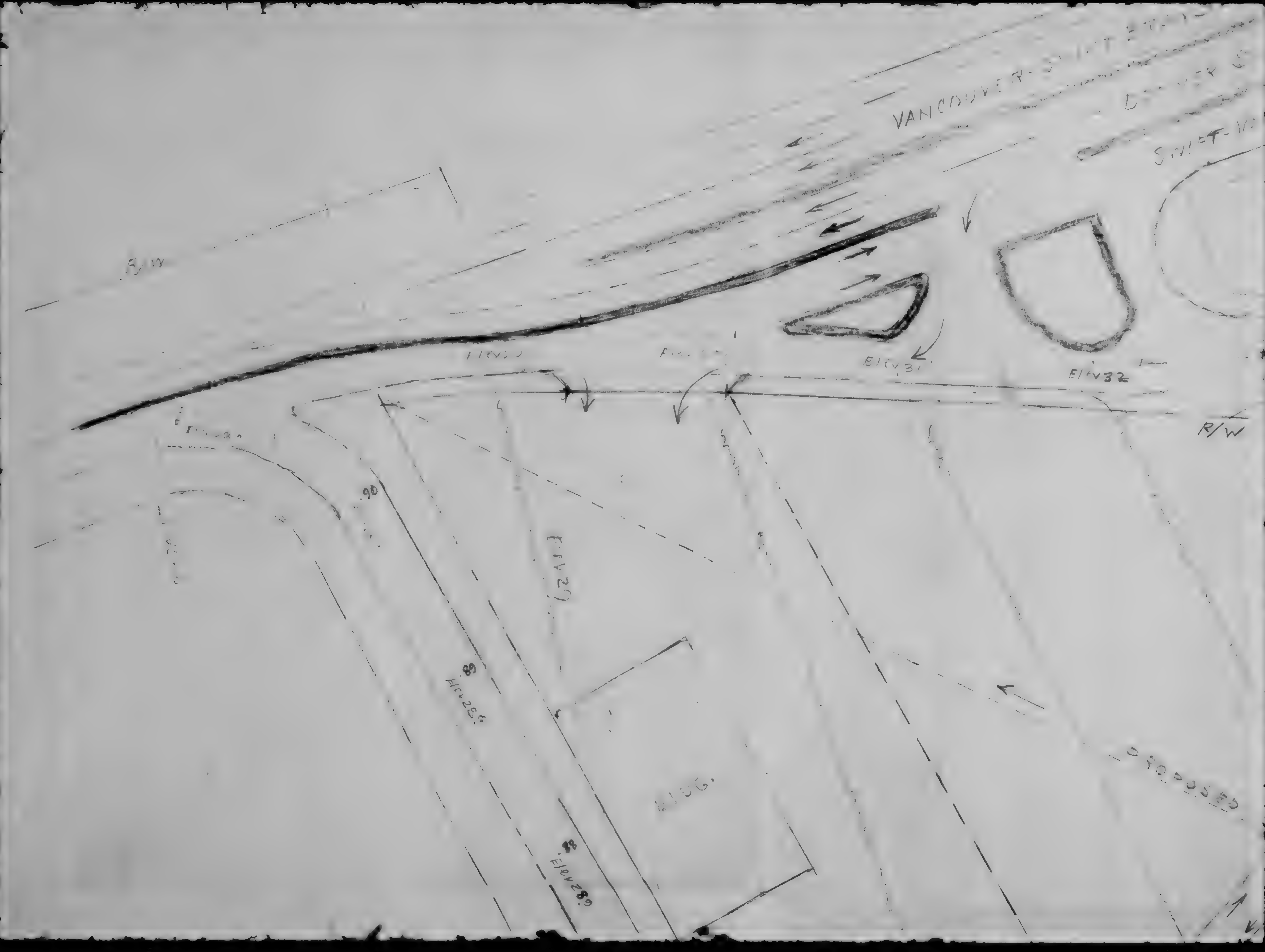

RTH
FT ROAD
T 2 N, R. 1 E.
T 1 N, R. 1 E.
W. END OF CONTRACT
STA. 91+17.01
"SU" Line
PORTLAND
BFI-160 (4)
Interstate Br.
CT BFI-160(4)
HARBOR
"SU" Line
E. END OF CONTRACT
STA. 69+51.64
BRIDGETON
R
39+6

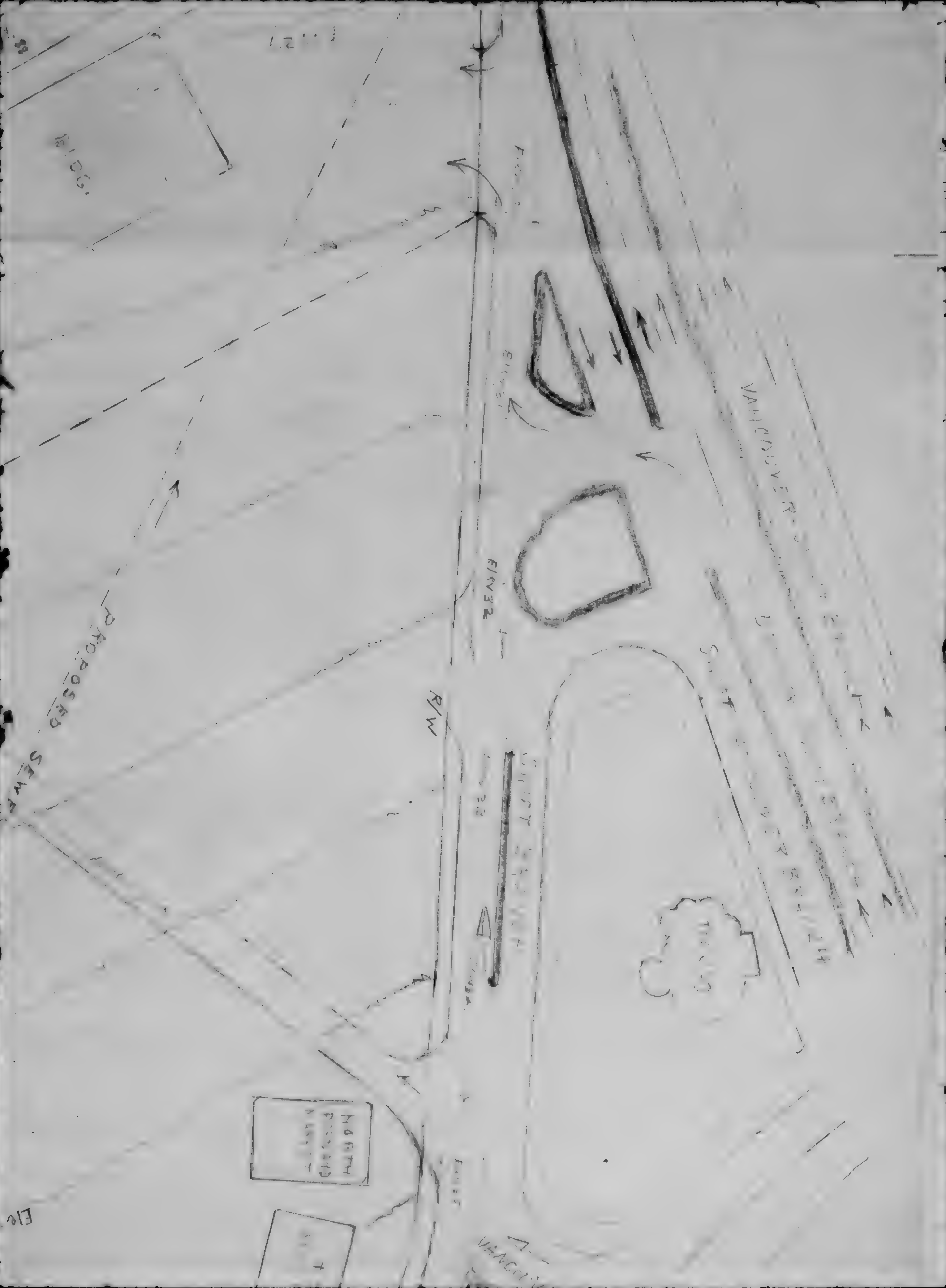

NORTH PORTLAND HARBOR
SWIFT ROAD
W. END OF CONTRACT
STA. 91+17.01
T 2 N., R. 1 E.
T 1 N., R. 1 E.
BFI-160 (4)
JECT BFI-160(4)
"SU" Line
Interstate Br.
"SU" L

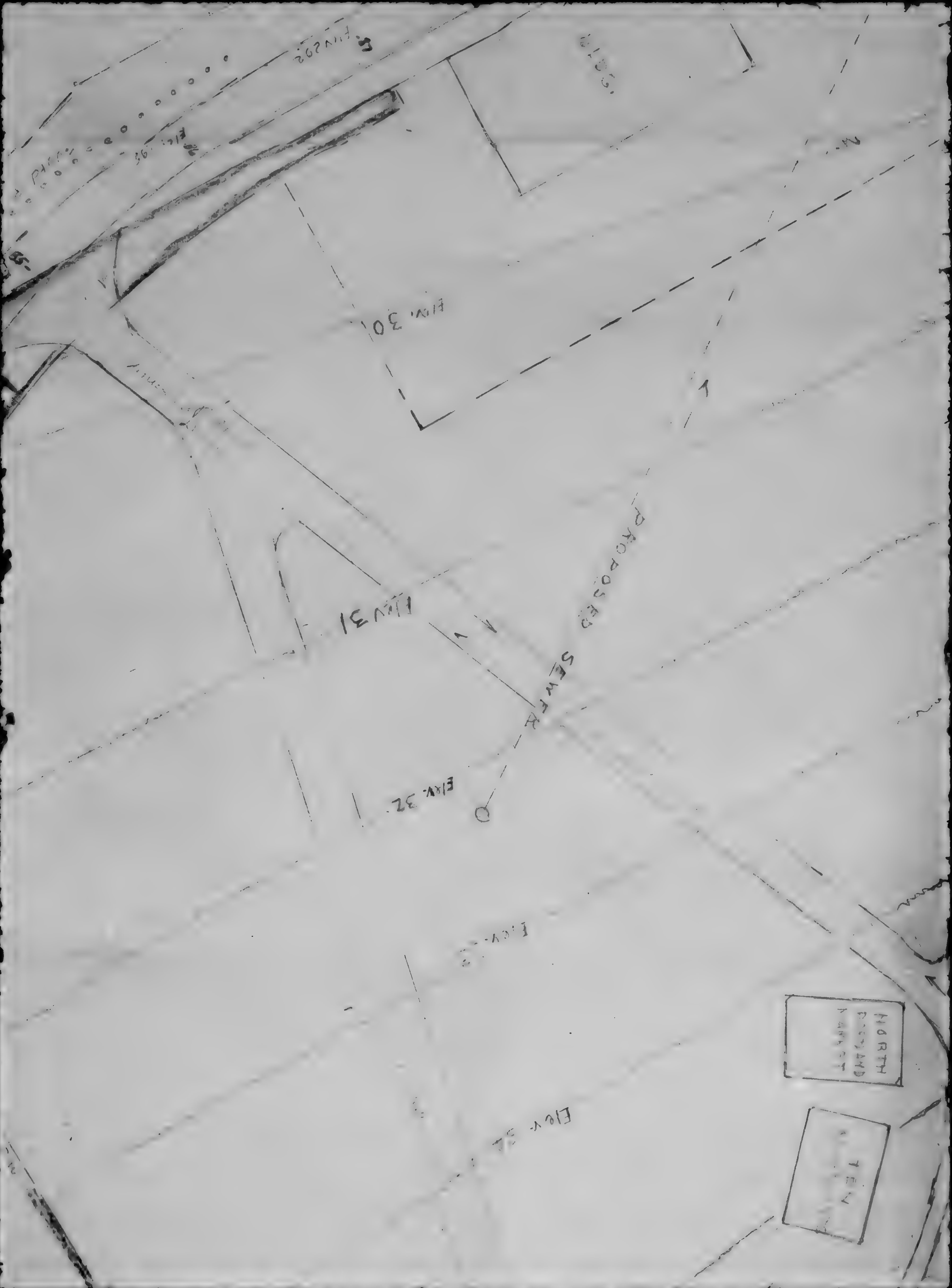

R/W
Elev 29.2
Elev 29.5
Elev 29.9
Elev 30.1
Elev 30.4
Property line
31
.57
.86
.85
.84
.83
.82
.80

UNION AVENUE - SWIFT [illegible] JUNCTION
SWIFT [illegible]
PACIFIC HIGHWAYS EAST & WEST
SWIFT SECONDARY [illegible]
SCALE 1" = 30'

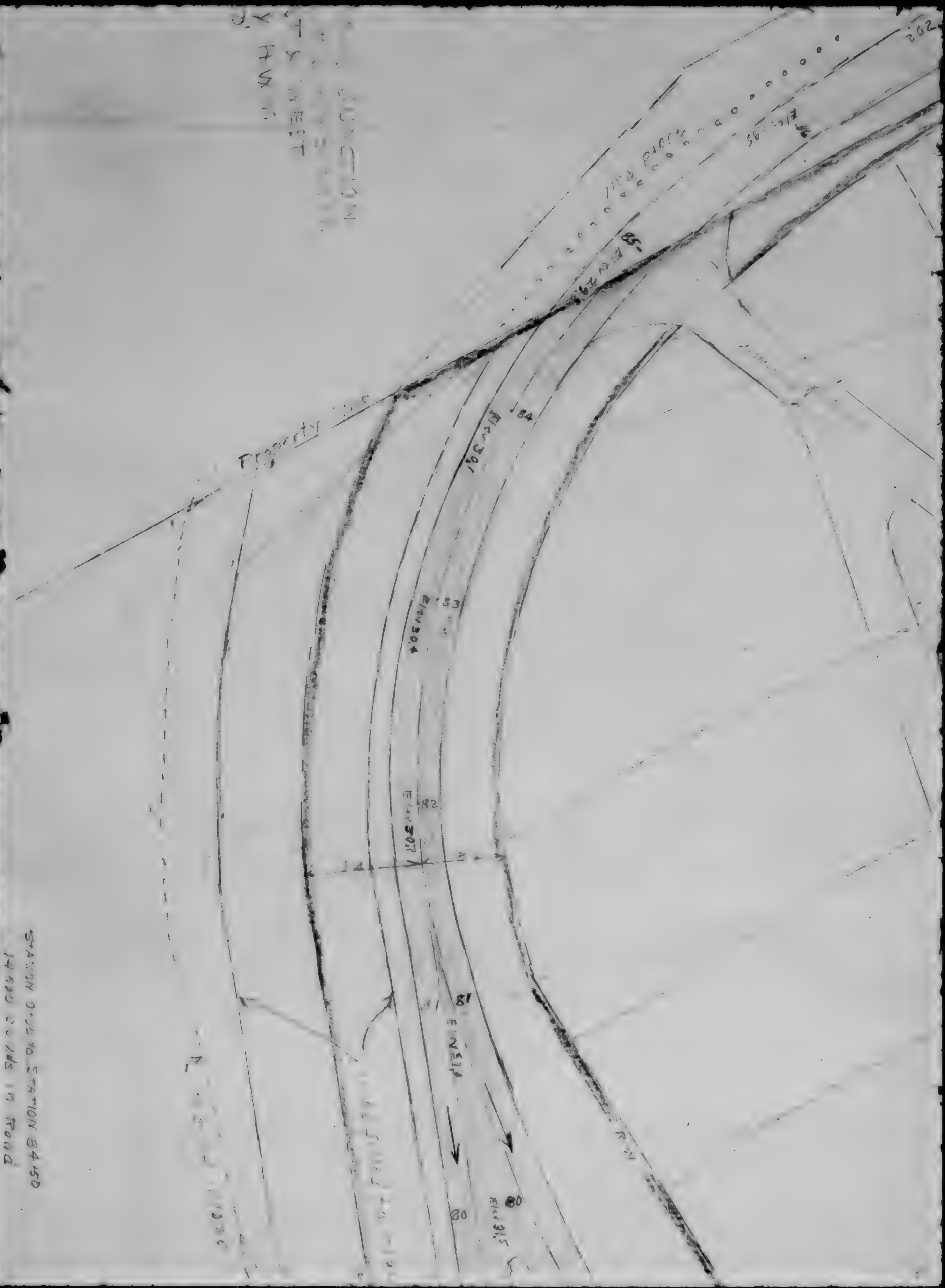

R/W
Guard Rail
Elev 29.5
Elev 29.2
Elev 28.9
Elev 28.6
Elev 29
Elev. 30
BLDG.
PROPOS

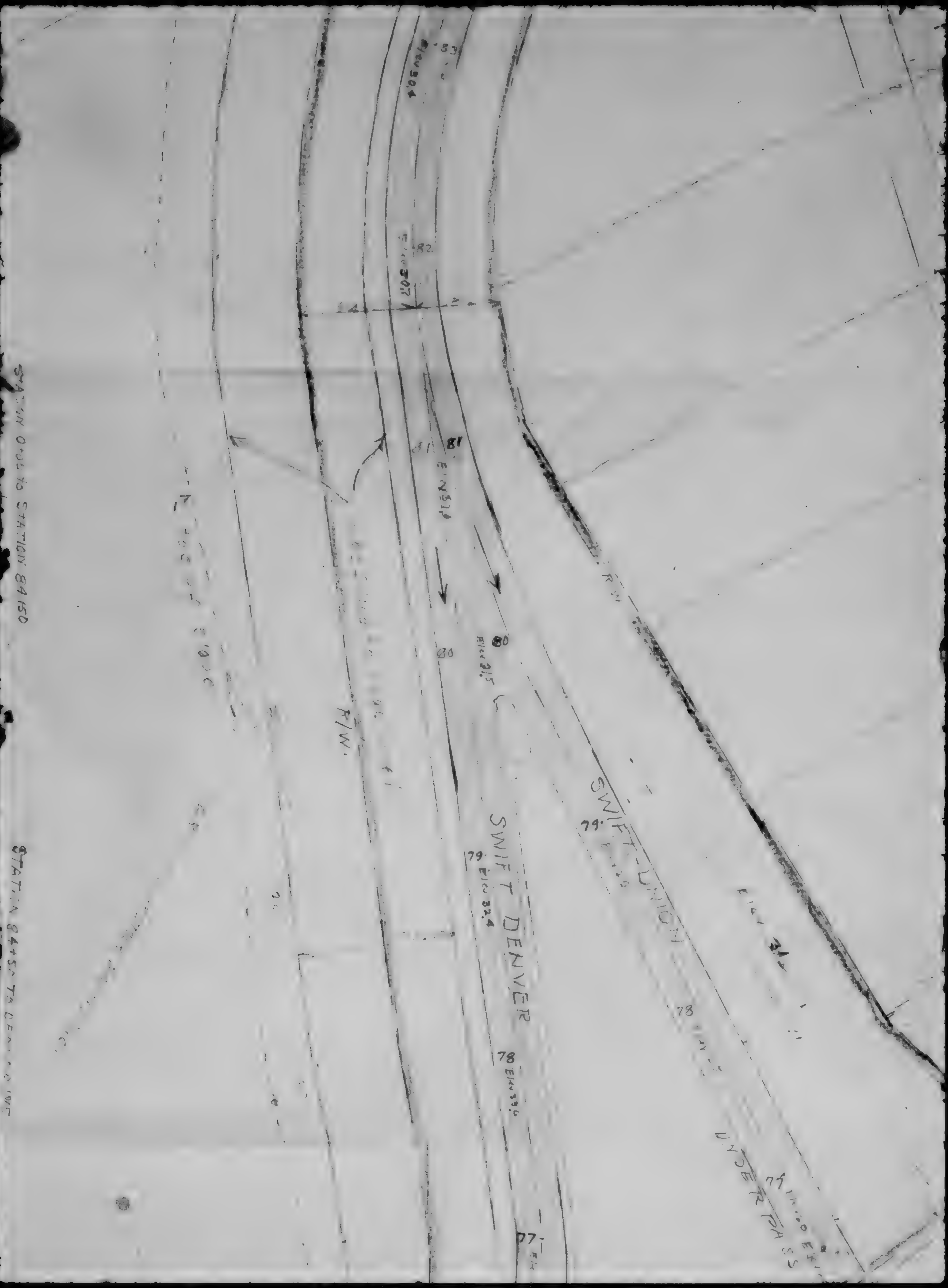

VANCOUVER
SWIFT
R/W
ELEV 31
ELEV 32
R/W
.90
ELEV 29
.89
ELEV 28.6
.88
ELEV 28.9
BLDG.
PROPOSED

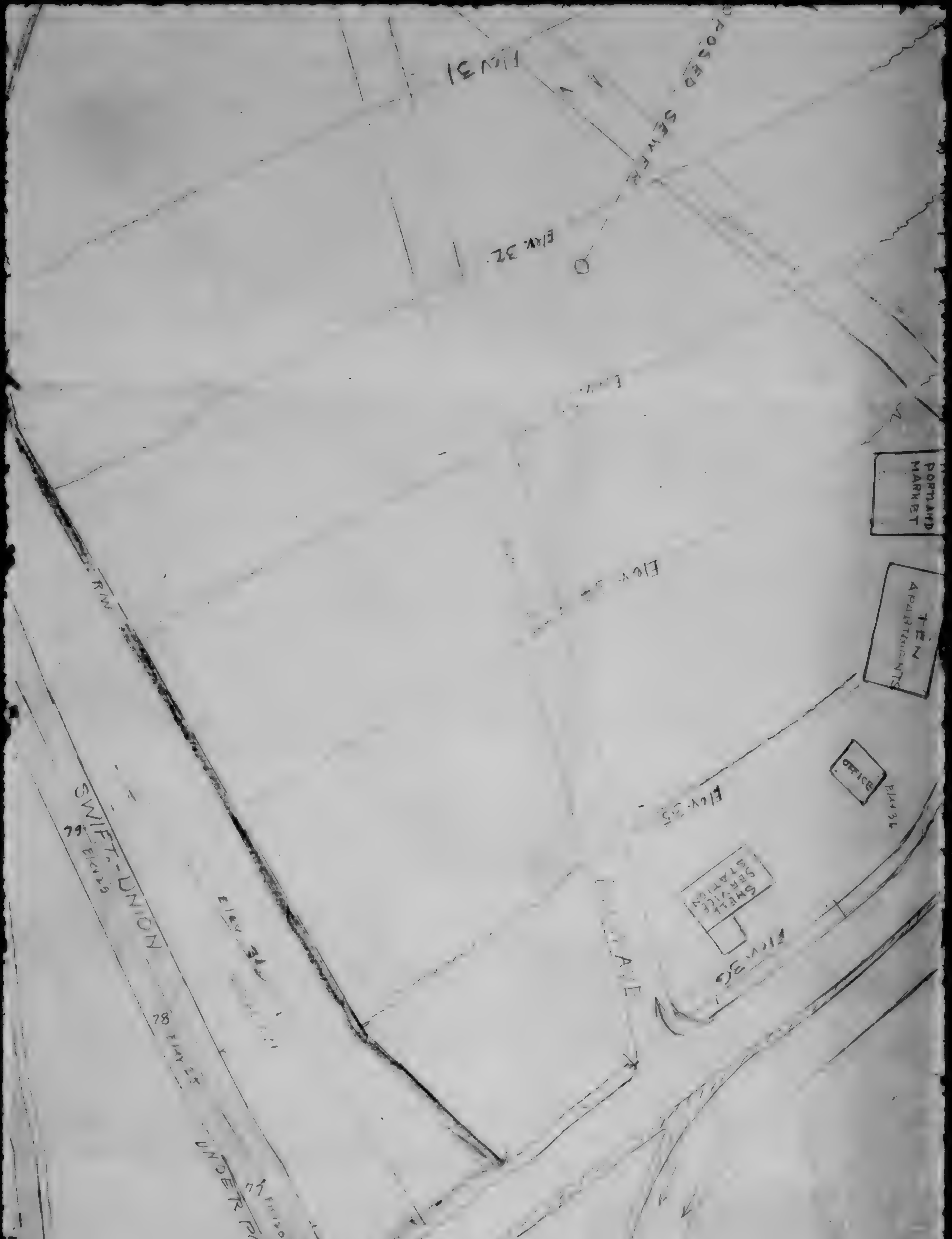
BLDG.
PROPOSED SEWER
VANCOUVER
R/W
EIRV32
TREES
NORTH
VANCOU



Elev 29.2
Elev 29
Elev 30
Elev 31
PROPOSED SEWER
Elev 32
Elev 34
NORTH
TEN

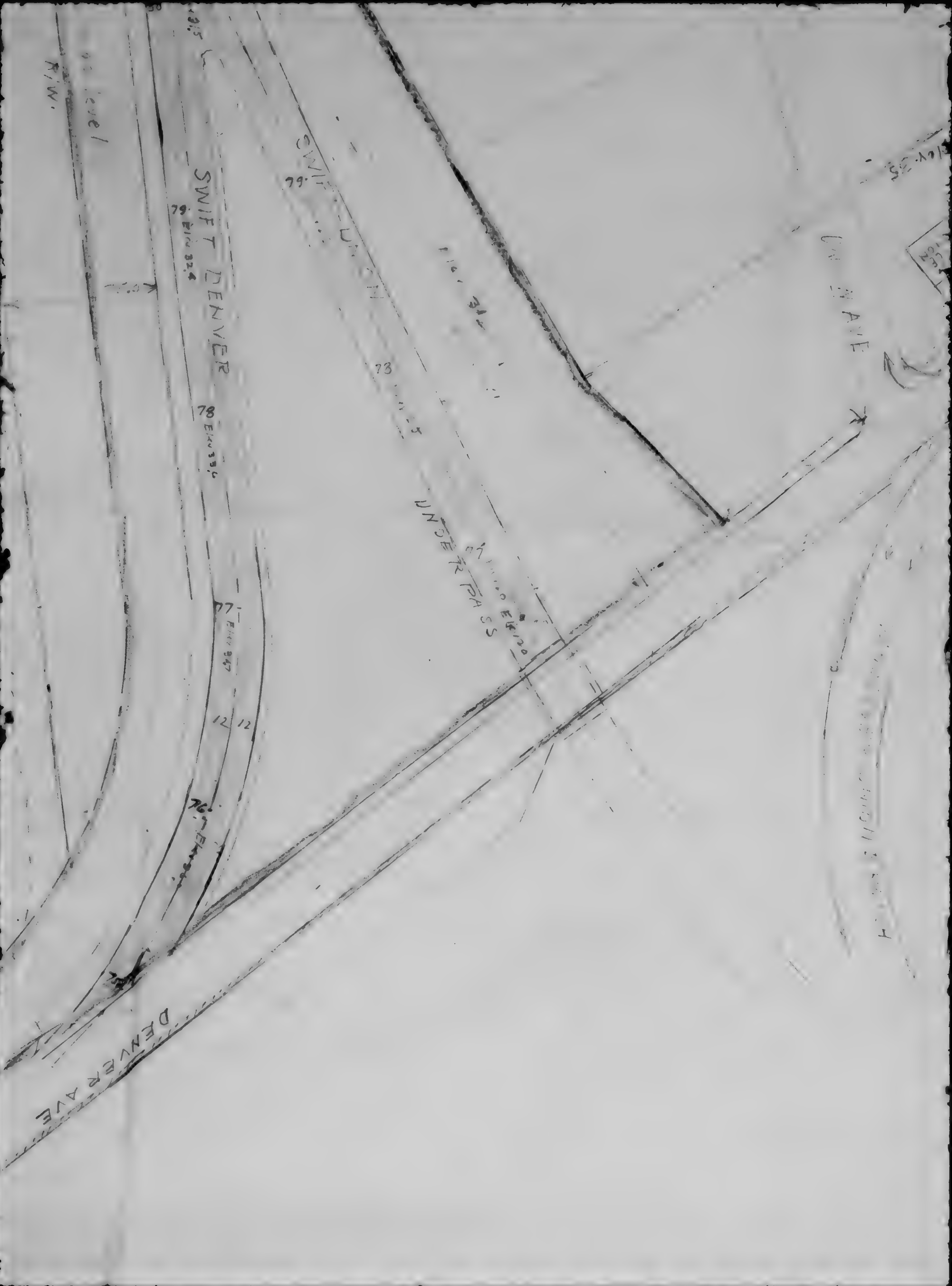

202
Elev 29.5
Property line
85
Elev 29
84
Elev 30.1
83
Elev 30.4
82
Elev 30.7
81
Elev 31.1
80
Elev 31.5
Station 0+00 to Station 84+50
14500 cu yds in Road

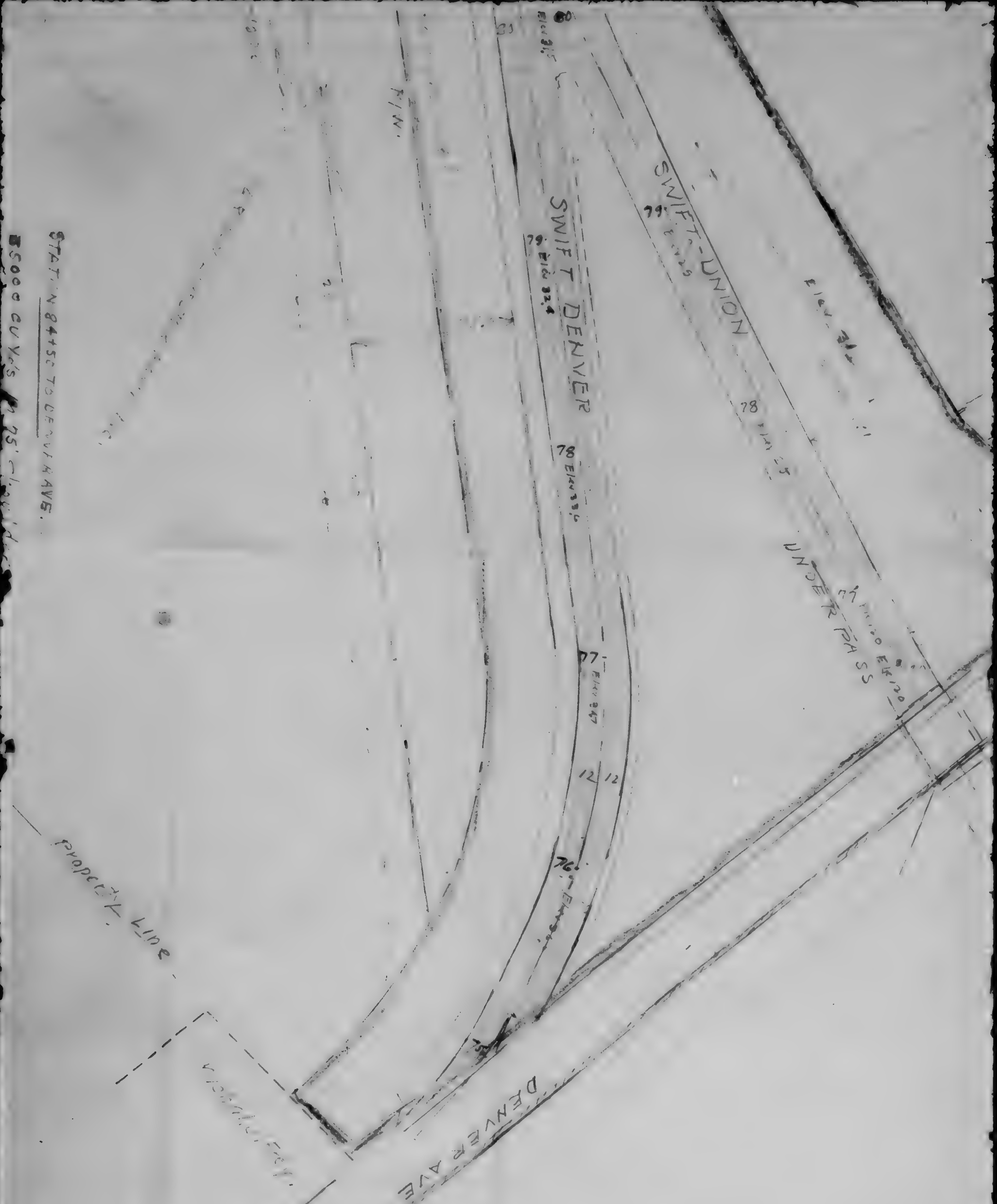

STATION 0+00 TO STATION 84+50
STATION 84+50 TO DEN [illegible]
83
ELEV 30.4
82
ELEV 30.7
81
81
80
80
ELEV 31.5
R/W
R/W
SWIFT DENVER
79
ELEV 32.4
78
ELEV 33.6
77
SWIFT-UNION
79
78
ELEV 31
UNDERPASS

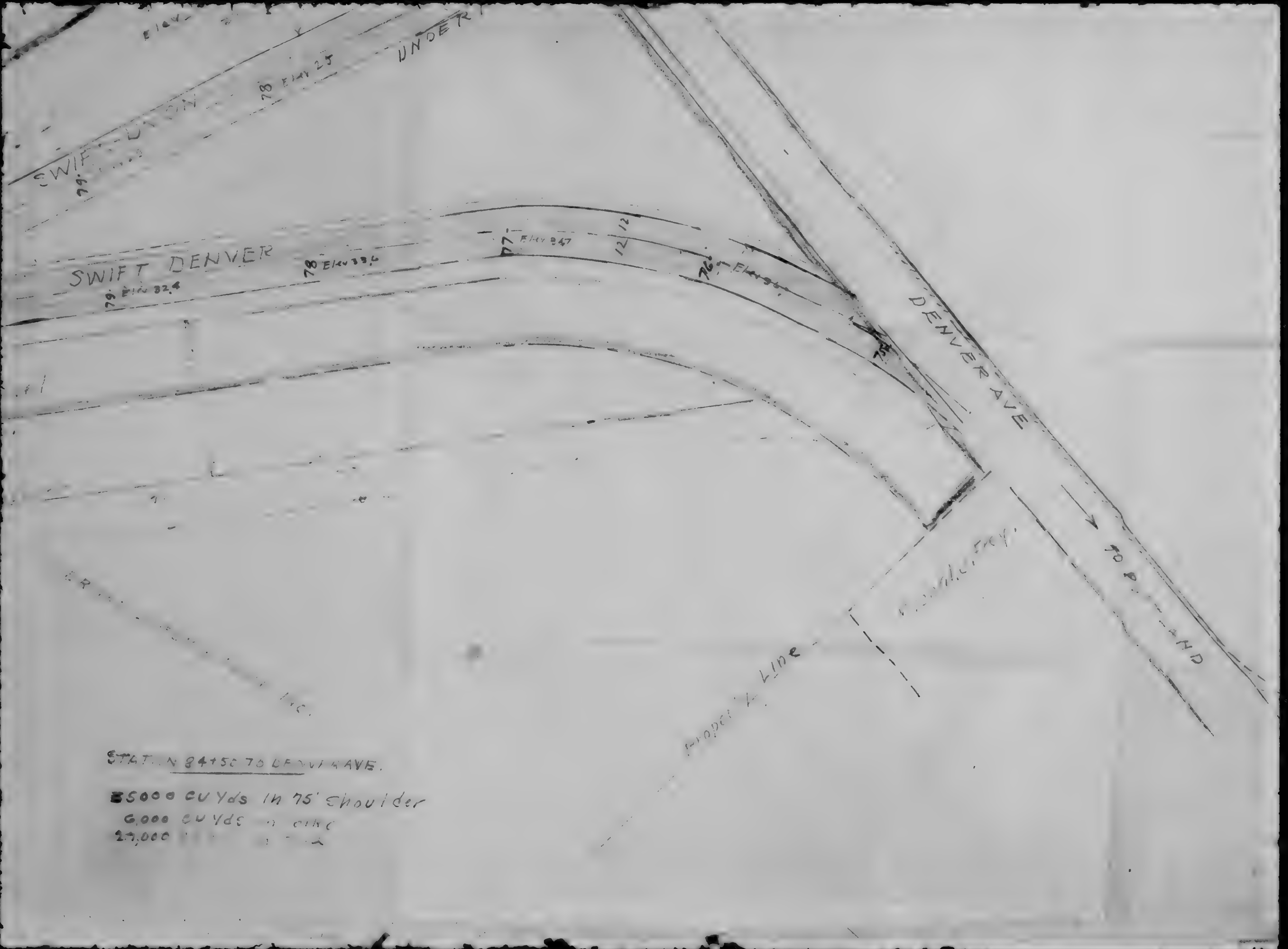
ELEV 31
PROPOSED SEWER
ELEV. 32
ELEV.
PORTLAND MARKET
TEN APARTMENTS
ELEV 34
R/W
OFFICE
ELEV 36
ELEV 35
SHELL SERVICE STATION
ELEV 36
AVE
ELEV 31
SWIFT-UNION UNDERPASS
79 ELEV 25
78 ELEV 27

SWIFT ST
R/W
VANCOUVER
UNION
NORTH
MARKET
SERVICE
STATION
Elev 35
Elev 34
Elev
SEWER
N AVE

N
UNION A
VANCOUVER
NORTH
PORTLAND
MARKET
OFFICE
R/W


R/W.
level
SWIFT DENVER
79. Elev 32.4
78 Elev 33.6
77 Elev 34.7
12 12
76
SWIFT
79.
73
Elev 34
UNDER PASS
Elev 20
Elev 35
AVE
DENVER AVE


STATION 84+50 TO DENVER AVE.
35000 CU. YD'S @ .75
SWIFT-UNION
SWIFT DENVER
UNDERPASS
80
79
78
77
76
12
12
R/W
PROPERTY LINE
DENVER AVE
TO P.


SWIFT – UNION
79
78 Elev 25
UNDER
SWIFT DENVER
79 Elev 32.4
78 Elev 33.6
77 Elev 34.7
12 12
76 Elev 36
75
DENVER AVE
TO PORTLAND
Property Line

STATION 84+50 TO DENVER AVE.

[illegible]5000 cu yds in 75' shoulder
6,000 cu yds in [illegible]
27,000 [illegible]

RECEIVED
OCT [illegible]0 1950
FOR FILING

Indexed
Alphabetically

Kernan, F.J.

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 15, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Mr. Frank Kernan has recently requested permission to cut the separator between the west bound Denver-Swift branch and the east bound Swift-Vancouver branches a short ways east of his west property line. This is for the purpose of getting direct access to the new apartment and store building he is building near his west property line. He has requested permission to cut a 30 foot opening shown on the enclosed map.

The Swift Highway from the west end of this traffic separator is east bound only, while all traffic west of the separator is west bound. Without this direct access traffic would have to go to the end of the separator at about the connection to the service road that leadsto the boat shop, and then U turn and go back to get to his building. If we should permit cutting the separator at the point he requests, it will present quite a serious traffic problem, as we have two distinct lanes of west bound traffic on the Vancouver-Swift branch and the Denver-Swift branch. Traffic from the Vancouver-Swift branch would have to cut across the traffic lanes on the Denver-Swift branch to make this turn. East bound traffic presents no particular problem either with or without cutting the separator.

This is primarily the Traffic Engineer's problem, but I realize that you are thoroughly familiar with this whole situation and Kernan's previous request for access through the proposed Swift-Denver and Swift-Union connection.

Will you advise what action you wish taken on this matter.

Yours very truly,

A. G. Shelton
A. G. SHELTON
Division Engineer

NOTED
W. C. WILLIAMS

AGS:w
Encl.
cc: F. B. Crandall
L. R. Chandler

RECEIVED
[illegible] 0 1950
FOR FILING

Indexed
Alphabetically

Kernan, F. J.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
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SUBJECT:

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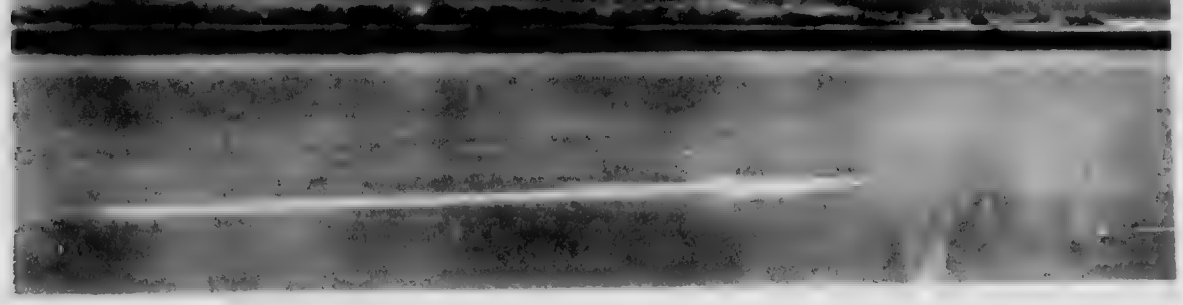
Will you advise what action you wish taken on this matter.

Yours very truly,

A G Shelton
A. G. SHELTON
Division Engineer

NOTED
W. C. WILLIAMS

AGS:w
Encl.
cc: F. B. Crandall
L. R. Chandler



RECEIVED
AUG 25 1950
FOR FILING

Indexed
Alphabetically

Kernan, F. J.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 24, 1950,
Portland 2, Oregon.

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. Frank J. Kernan,
11345 N. Denver Ave.,
Portland, Oregon.

Dear Sir:

In accordance with our telephone conversation, I am sending you herewith the cross sections and profile of the "L" Line across your property.

I would greatly appreciate your returning these items to me at this office as soon as you have finished with them.

Very truly yours,

H. C. Broadwell

H. C. Broadwell,
Locating Engineer.

HCB:jp
cc: W. C. Williams
A. G. Skelton
encls.

U.B. #14

RECEIVED
[illegible] 1 1950
FOR FILING

[illegible]

North Portland, Oregon
August 21, 1950

NOTED
State Highway Engineer

State Highway Commission
Salem, Oregon

Gentlemen:

Regarding the proposed extension of the clover-leaf at the foot of North Denver and Union Avenues, to be constructed on the property of the Kernan Livestock Farm, Inc.

Sometime ago when I was in Salem, Mr. Devers, the Attorney for the State Highway Commission, had directed me to write a letter to the State Highway Department and state exactly what we wanted in regard to the new road so that there would be no trouble and the State would understand what the conditions were before the State went to the expense of surveys etc., on the new road. I wrote the letter, a copy of which is enclosed. Mr. Devers later wrote me a letter stating he had passed my letter on to Mr. Baldock. I specified in the letter that we wanted access to all the properties going in any and all directions.

The survey has been made and the map has been drawn on the new road. I went to Salem last Thursday to go over the map and blue prints with Mr. Williams. The way the sketch is drawn, it will be impossible for any traffic to get on to the Kernan Livestock Farm properties coming on Union and Denver Avenues from Portland. At the present time we have access from the properties to roads in all directions. On the East clover-leaf Gault's Boat Shop have a way to let traffic in and out from all directions; on the West side Westerlunds can go to and from their properties in all directions and the Pacific International Livestock Exposition can go to and from their properties and buildings in all directions.

Our present business establishments would be completely isolated by the new road so that only traffic from Vancouver could get on the properties. Absolutely no traffic from Portland could reach the properties or the present business establishments. The new road would also cut the property of the Kernan Livestock Farm in half which would all be isolated from all traffic except that coming from Vancouver, Washington.

I would be glad to go over the proposed project with the Commission and Mr. Baldock.

Yours very truly,

F. J. Kernan

F J Kernan

FJK:L

Handed to Secty at Commission meeting on Monday August 21, 1950
#36

RECEIVED
[illegible] 1950
FOR FILING

Salem, Oregon
August 9, 1950

Indexed
Alphabetically

Kernan, F. J.

Mr. J. M. Devers

I have a copy of your letter to Mr. Glaisyer relative to an agreement to be prepared for execution by the State Highway Commission and Frank Kernan, relative to a highway improvement project through Mr. Kernan's property in north Portland.

The Commission authorized you to prepare such an agreement when sufficient data were available. It has been necessary that we make a complete survey of the proposed improvement, in order that we may have information on the exact quantity of materials which Mr. Kernan proposes to place in embankments and receive payment therefore, the right-of-way descriptions for transfer of property and the matter of payment to Mr. Kernan, and approval by Mr. Kernan of the State's construction plan.

We hope to have these data completed within the next few days, and just as soon as the information has been furnished to me I will pass on to you such pertinent data as should be incorporated in an agreement form. There is nothing you can do in this matter until I have furnished the engineering information to you.

W. C. Williams

WCW:me

RECEIVED
[illegible] 1950
FOR FILING

August 7, 1950

Mr. J. M. Devers
Chief Counsel

In reply to your letter of August 4, concerning Mr. Kernan, I must advise that I know very little about the controversy to which you refer. As I recall, off-hand, Mr. Kernan wishes to improve his property in North Portland across which it is proposed to construct a short section of highway. At one time he demanded an exorbitant sum for the right of way, but if I remember correctly, his latest proposition was that he would give the right of way to the state free of cost if the state would pay him a certain amount for filling in the right of way with dredged materials from the Columbia River, such work to be done in connection with the filling in of his own property. He alleged that the highway grade could be built much cheaper in connection with his development than otherwise. His proposition was presented to the Commission who referred it back to you and the Engineer for a report and investigation. You were particularly instructed to prepare a form of agreement between the Commission and Mr. Kernan for acceptance by the Commission if it approved the proposition.

Contrary to your understanding, Mr. Kernan did not call at my office when he was here last week. I did not know that he was here until I received your note, so any quotations that he may have made must have come from Mr. Williams.

If I can be of any help to you in this matter I will be glad to respond.

Secretary

HBG:ts

cc - W. C. Williams

FORM E-123, 30M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Aug. 4, 1950

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

I note in the list of unfinished matters that No. 14 on page 2 refers to the controversy between Kernan and the Commission about some work in North Portland. Mr. Kernan was here in the office this week, and is very anxious that I get out an agreement covering the subject. I am not familiar with all of the terms so do not know what form of agreement should be prepared. He said, however, that he had just been in your office and that all of the necessary material would be here this week. I am not sure whether he was quoting you or Mr. Williams. He had been in both offices.

If I am to have this instrument ready for the next Commission meeting, I should have the material in time so that when I run off the first draft I can send a copy to Baldock or Williams and a copy to Kernan, for I am sure that I can not guess what each one is thinking should be in the first draft, so I will appreciate having whatever data you have that I may need.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:FRC

cc- Mr. W. C. Williams

ENTERED
LEDGER

RECEIVED
[illegible] 7 1950
FOR FILING

Salem, Oregon
June 5, 1950

Mr. J. M. Devers

You referred to Mr. Baldock a letter you received from Frank Kernan dated May 5, relative to certain items to be considered when the form of agreement is prepared covering the subject of right of way and fill construction as discussed by Mr. Kernan and the State Highway Commission at the April meeting.

There are several problems to be worked out with Mr. Kernan before we are in a position to furnish all facts pertinent to preparation of the final agreement. I have been in further consultation with Mr. Kernan, and on this date we held a conference but have not as yet reached a satisfactory solution of all matters involved.

Just as soon as we have reached a complete meeting of minds on the matters to be included in the agreement, I will furnish the information to you.

W. C. Williams

WCW:me

FORM E-30 25M 9-49 24898

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1950

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

Attached is a letter I received today from Frank Kernan in which he suggests some items for consideration when the form of agreement is prepared covering the subject of right of way and fill construction discussed by Mr. Kernan and the Commission at the last meeting.

Will you please give these items such consideration as they merit when you prepare the data for me to use in drafting the agreement covering the subject?

Very truly yours,

J M Devers

J. M. DEVERS

JMD:NH
Enc.

P.S. Kindly return Mr. Kernan's letter to this office,

North Portland, Oregon
[illegible] 5, 1950

[illegible]
[illegible]
[illegible]
[illegible], Oregon

Dear Sir:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

(Signed) [illegible]

RECEIVED
APR 1[illegible] 1950
FOR FILING

April 10, 1950

Oregon State Highway Commission

Gentlemen:

I attach hereto a petition containing 424 signatures, requesting improvement at the intersection of Swift Secondary Highway with the junction of the Pacific Highway East and Pacific Highway West. Mr. Frank J. Kernan has also addressed a letter to the Commission requesting improvement of the highway facilities at this location and setting forth his desire for early action. The Secretary has furnished you a copy of Mr. Kernan's letter.

This matter has been considered for several years, and, while it is conceded that the project is a meritorious one, there have not been sufficient funds available for improvement heretofore. The complete improvement is estimated to cost $220,000. Of this amount, $9,000 is the appraised value of right of way required through the Kernan property. Mr. Kernan has been asking some $30,000 for the property. He now, however, has consented to donate the right of way to the State if the State will pay him for the cost of constructing 112,000 cubic yards of highway embankment across the property on our cross-section measurement at the rate of 70 cents per cubic yard, or a total of $78,400.

The reason Mr. Kernan desires this sort of arrangement is that he plans to fill in his adjoining property and he cannot very well do such filling unless the highway fill is made either before or at the same time. We estimate that the material will cost the State approximately 70 cents per cubic yard if performed by direct contract, and on this basis the cost of the filling would not increase the over-all cost of the project to the State and would effect an amicable settlement of the right-of-way controversy.

I am rather loathe to recommend entering into an agreement such as this, but it does seem that it is the only feasible manner in which we can acquire the right of way at a nominal cost, for, if we do not accept Mr. Kernan's offer, building improvement may make the ultimate cost prohibitive. Therefore, if Kernan will enter into a satisfactory agreement whereby he is not paid until he has fulfilled all the terms of the agreement, I recommend that we consummate an agreement providing for the payment of the embankment materials at a cost of 70 cents per cubic yard with no other cost whatsoever for rights of way.

This matter will be on the next agenda, and we will have maps indicating to you the proposed improvement, location of Kernan's buildings, et cetera.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
Encl.
cc Mr. W. C. Williams
Mr. J. M. Devers
Mr. H. G. Smith

COPY

Oregon State Highway Commission

Gentlemen:

We, the undersigned, owners and employees of business enterprises served by North Portland Road are suffering serious inconvenience by delay and are subjected to hazards of traffic congestion caused by the construction of traffic through the bottle-neck at the intersection of Highways 99E and 99W, and North Portland Road. Therefore, we respectfully petition you to take measures to design and construct another medium of inlet and outlet to and from this district.

Signed by 424 Petitioners

April 10, 1950

Mr. W. E. Williams, President
Portland Union Stock Yards Company
North Portland, Oregon

Your File 406-6

Dear Sir:

Your letter of March 29, having reference to the intersection of Union and Denver Avenues and Swift Boulevard, is being referred to the State Highway Commission, which will give it proper consideration at an early meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ne

RECEIVED
APR - [illegible]
FOR FILING

April 5, 1950

Mr. E. H. Justus, Manager
Swift & Company
North Portland, Oregon

Dear Sir:

Your letter of March 29, having reference to the intersection of Union and Denver Avenues and Swift Boulevard, is being referred to the State Highway Commission, which will give it proper consideration at an early meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mo

Kernan Property

K - K1 79,554 C.Y.

Allow 7,916 "

87,470 "

K2 - K3 32,846 C.Y.

Allow. 3284 " "

36,130 " "

87,470 C.Y.

36,130 "

Total Borrow 123,600 @ 0.70 = $86,520

79554

32846

112400

112,400

70

$ 78,680.00

113

784

of the State Highway Commission

In the meantime, I am referring it to the [illegible] Engineer so he will be prepared to advise the Commission when the matter comes up for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBL:ts

cc - Commissioners
R. H. Baldock
W. C. Williams
J. M. Devers

March 31, 1950

Mr. F. J. Kernan
Kernan Livestock Farm, Inc.
North Portland, Oregon

Dear Mr. Kernan:

This acknowledges your letter of March 29, regarding the completion of the clover leaf project at the intersection of North Denver and Union Avenues, Portland.

I will bring it to the attention of the members of the State Highway Commission at the earliest opportunity. In the meantime, I am referring it to the State Highway Engineer so he will be prepared to advise the Commission when the matter comes up for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Commissioners
R. H. Baldock
W. C. Williams
J. M. Devers

COPIES TO COMMISSIONERS
[illegible]
[illegible]
[illegible]

AGENDA
APR 24 1950

North Portland, Oregon
March 29, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

At the time we bought the two steel frame buildings from the Oregon Shipyard, we contemplated moving them to our property at North Portland.

For the past two or three years, we have had a survey on a proposed east cloverleaf on the intersection of North Denver and Union Avenues, Highways 99W and 99E. The industries at North Portland including Swift & Co., Union Stock Yards, Western Wax, Moore Dry Kiln, Stauffer Chemical Co., Clarke-Davis Lumber Co., and the [illegible] Mill, are very anxious to have this extension of the cloverleaf completed. They feel that we have been holding up the construction of the road on account of the right of way. I have always felt that I was entitled to receive the same price per acre on right of way as was paid for the right of ways on the original cloverleaf project.

I have had several sessions with Mr. Reeves, and also with Mr. Baldock, Mr. Williams and the state highway engineers. I have decided to come to the engineers terms to get the right of way straightened out.

The original plans in locating the two structural steel buildings were to be on part of the proposed right of way for the road. Also, the Pacific International Livestock Exposition are contemplating building dormitories for the 4H club members on the adjoining property. They would like to know if and when the road would go through.

We would very much appreciate to know definitely about the road as it is imperative we move our buildings soon, and locate them conforming with the proposed road.

Yours very truly,

Kernan Livestock Farm, Inc.

F. J. Kernan
F J Kernan

FJK:l

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAR 31 1950
OREGON
STATE HIGHWAY COMMISSION

S & C
~~R.E.~~

Swift & Company
NORTH PORTLAND • OREGON

March 29, 1950

NOTED
W. C. WILLIAMS

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

We are informed that your Commission is again considering improvement of the hazardous condition existing at the intersection of the Union and Denver Avenue approaches to the Interstate Bridge, particularly inregard to an underpass from Swift Road to Union Avenue. At present, vehicles entering the main highway from Swift Road face an extremely hazardous situation, particularly during the late afternoon when industries in our vicinity and in Vancouver have discontinued operations for the day. We are not recommending any particular remedy but urgently urge you to make a material improvement at the earliest possible date.

Very truly yours,

SWIFT & COMPANY
E. M. Justus
E. M. Justus
Manager.

DWH:C

NOTED
E. A. COLLIER

Swift & Company
NORTH PORTLAND • OREGON

March 29, 1950

NOTED
W. C. WILLIAMS

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

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Very truly yours,

SWIFT & COMPANY

E. M. Justus

E. M. Justus
Manager.

DWH:C

NOTED
E. A. COLLIER

PORTLAND UNION STOCK YARDS COMPANY
NORTH PORTLAND, OREGON

March 29, 1950

W. E. WILLIAMS, PRESIDENT
DAVID F. HUNT, VICE-PRESIDENT

A. A. TIMS, SECRETARY-TREASURER
C. H. CURTIS, ASS'T SECRETARY-TREASURER

File 406-6

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are very much concerned over the traffic hazard at certain times of the day at the intersection of Swift Boulevard with Union Avenue and Denver Avenue. While the so called four-leaf clover takes care of traffic leaving Denver Avenue and Union Avenue which is north bound, or which enters Swift Boulevard, the situation is very bad for traffic leaving Swift Boulevard and traveling south.

As you know, there is no traffic light there, and from personal experience I can tell you that between 4:00 PM and 5:00 PM a person leaving Swift Boulevard and entering Denver Avenue or Union Avenue takes his life in his own hands. During the evening hours there is a steady stream of traffic south bound from Vancouver, and that traffic shows no consideration whatsoever for the traffic emerging from Swift Boulevard.

We have seen a location map prepared in October 1948 by H. C. Broadwell, your Locating Engineer, and we urge that you give your favorable consideration to that project, which contemplates filling some land so that south bound traffic entering Denver Avenue meets that road at a point considerably south of the present intersection. Under this proposal, traffic entering Union Avenue would use an underpass under Denver Avenue and avoid the south bound traffic from Vancouver.

The situation is bad enough under present conditions, and as there is a growing tendency to move livestock by trucks, rather than by rail, it is safe to say that traffic in this area will become increasingly heavier.

Yours very truly,

W E Williams
President.

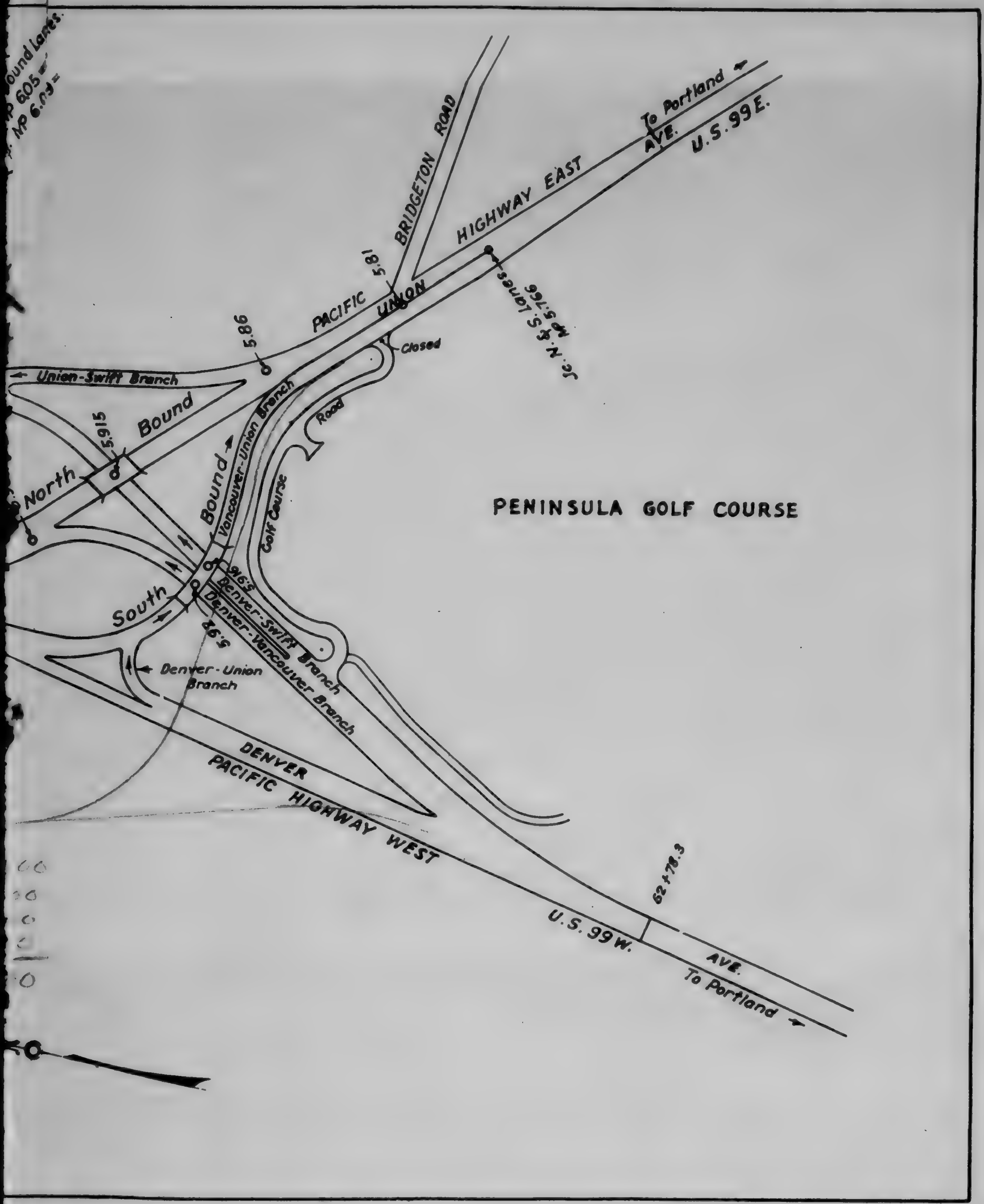
WEW/t

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

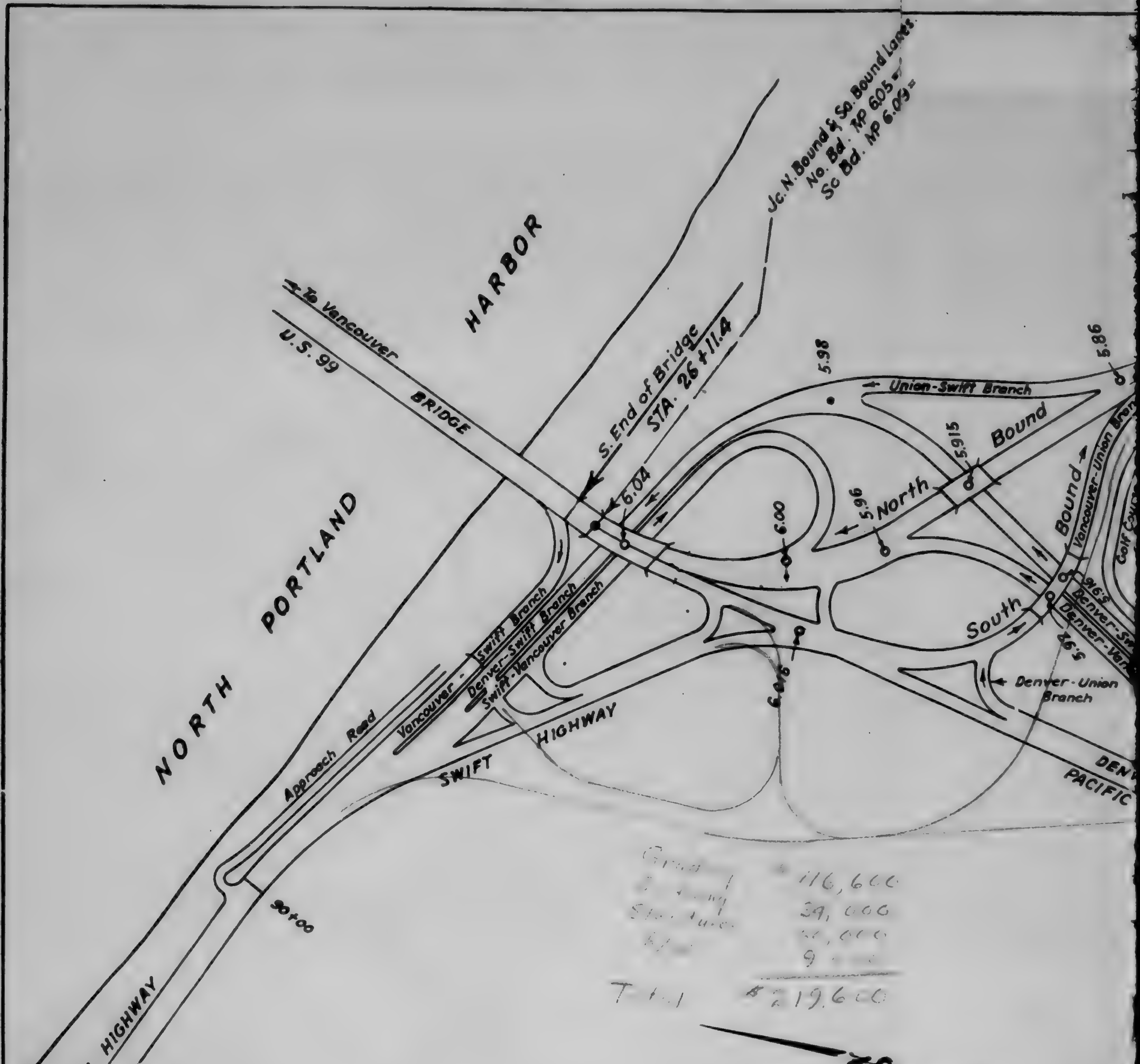
See File:
Comt
R/W
[illegible] Hwy Eng't
4-29-48

PACIFIC HIGHWAY EAST No. 1E.(1A)

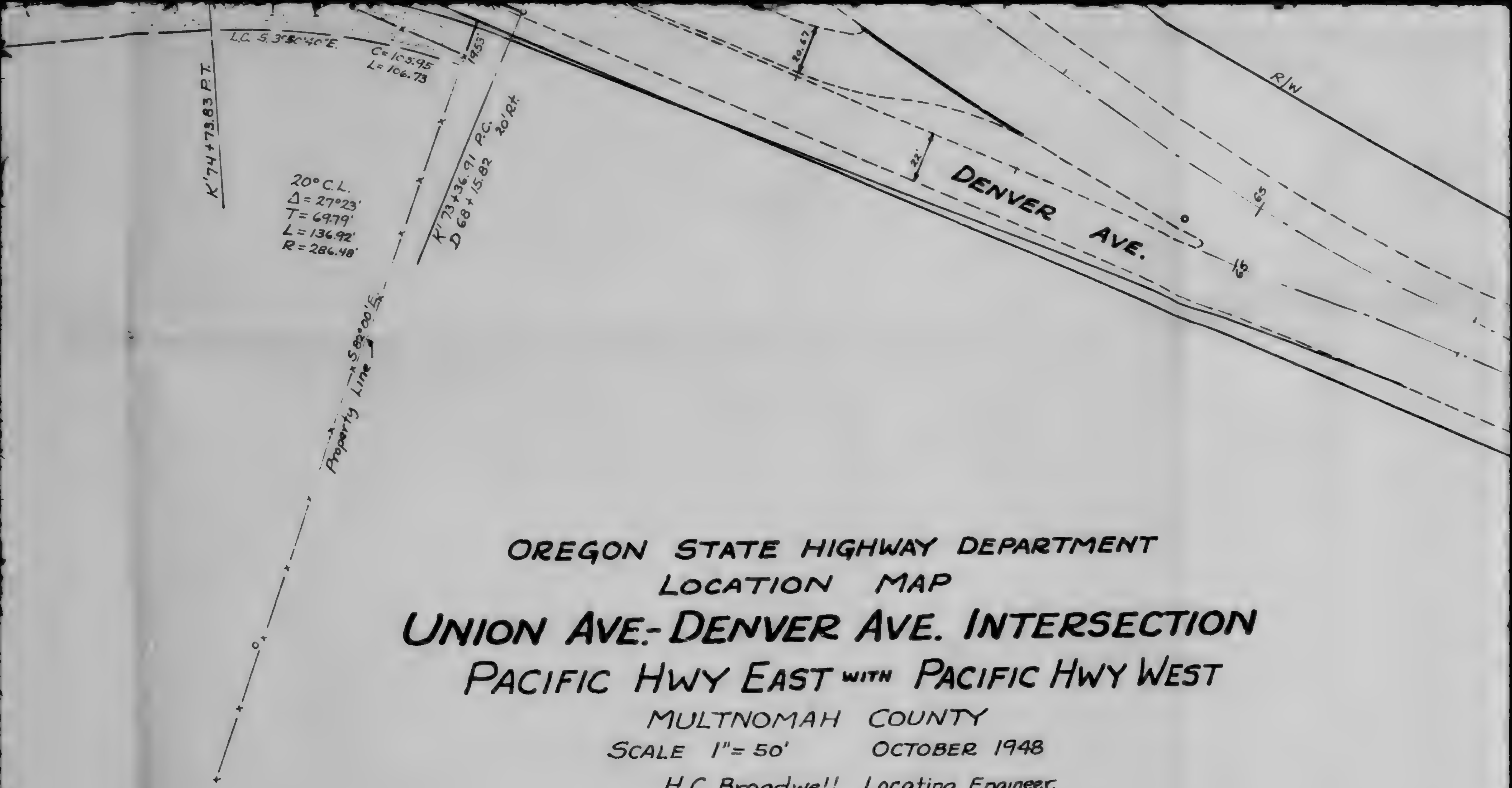


PACIFIC HIGHWAY EAST
UNION AVE.
U.S. 99E.
To Portland
BRIDGETON ROAD
5.81
5.86
Jc. N. & S. Lanes MP 5.766
Closed
Union-Swift Branch
North Bound
5.915
Vancouver-Union Branch
South Bound
Road
Golf Course
PENINSULA GOLF COURSE
5.916
5.98
Denver-Swift Branch
Denver-Vancouver Branch
Denver-Union Branch
DENVER AVE.
PACIFIC HIGHWAY WEST
U.S. 99W.
62+78.3
To Portland
ound Lanes
MP 6.05
MP 6.0

May, 1945
Nov., 1946


HARBOR
NORTH PORTLAND
To Vancouver
U.S. 99
BRIDGE
Jc. N. Bound & So. Bound Lanes.
No. Bd. MP 6.05 =
So Bd. MP 6.09 =
S. End of Bridge
STA. 26+11.4
6.04
5.98
Union-Swift Branch
5.86
5.915
North
Bound
5.96
6.00
South
Bound
Vancouver-Union Bran
Golf Cou
5.91
Denver-Sw
Denver-Van
5.92
Denver-Union Branch
6.06
Vancouver-Swift Branch
Denver-Swift Branch
Swift-Vancouver Branch
Approach Road
SWIFT HIGHWAY
SWIFT HIGHWAY
DENV
PACIFIC
90+00
N

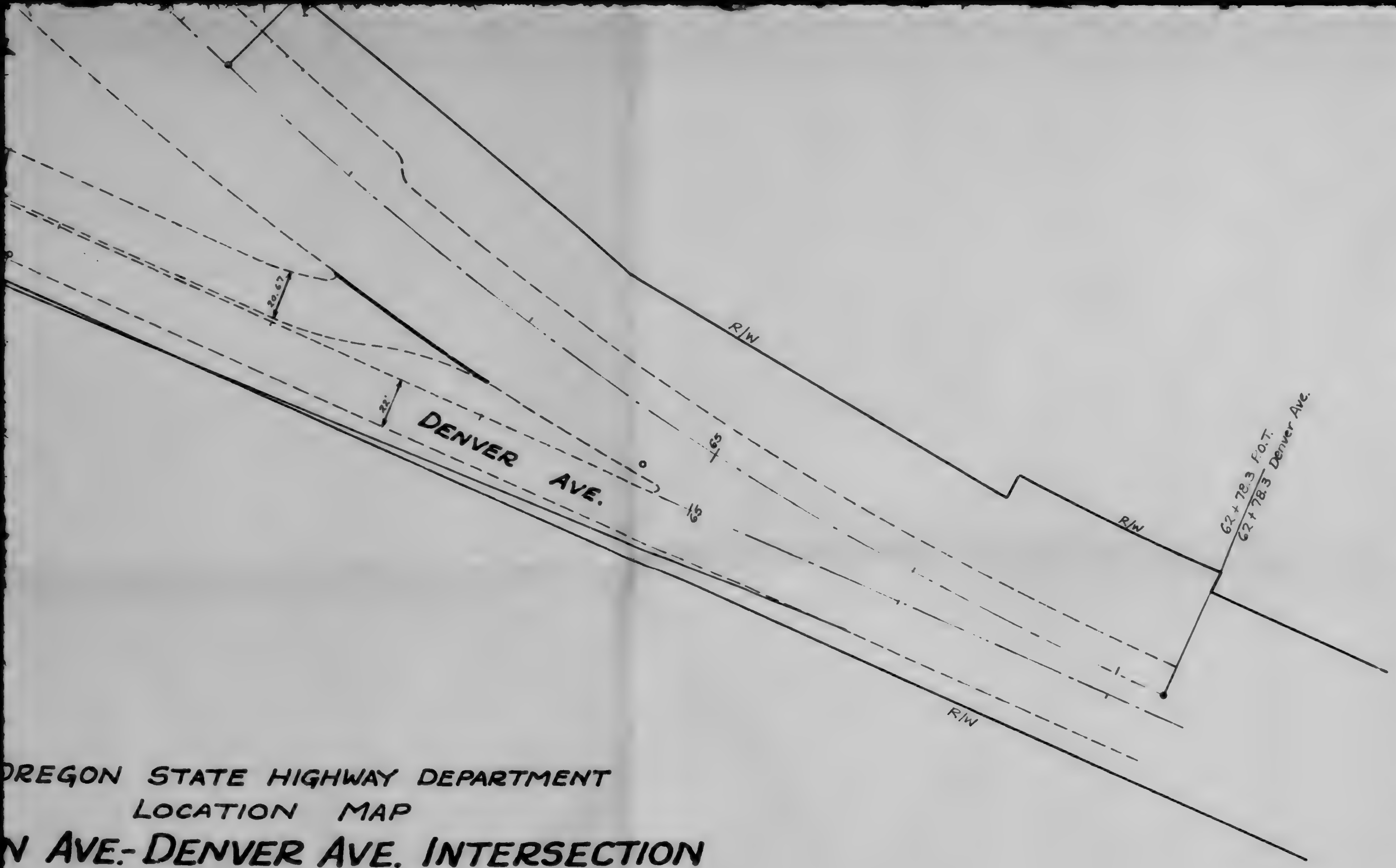
Grading	$116,600
Surfacing	39,000
Structure	55,000
R/W	9,000
Total	$219,600


K'74+73.83 P.T.
L.C. S.3°50'40"E.
C=105.95
L=106.73
19.53'
20° C.L.
Δ=27°23'
T=69.79'
L=136.92'
R=286.48'
K'73+36.91 P.C.
D 68+15.82
20'Rt.
Property Line
S 82°00'E.
20.67
22'
DENVER AVE.
R/W
65
65

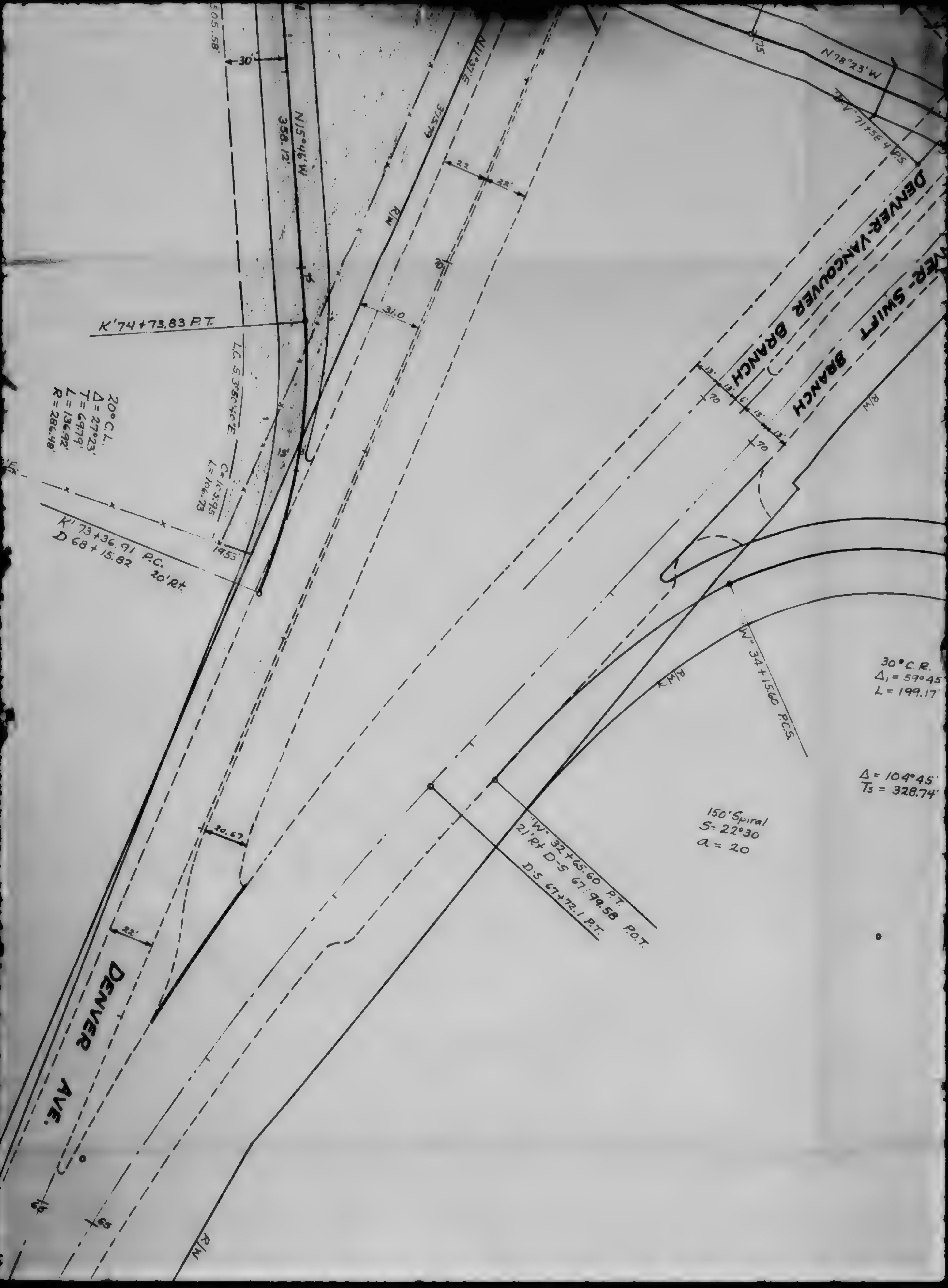
OREGON STATE HIGHWAY DEPARTMENT
LOCATION MAP

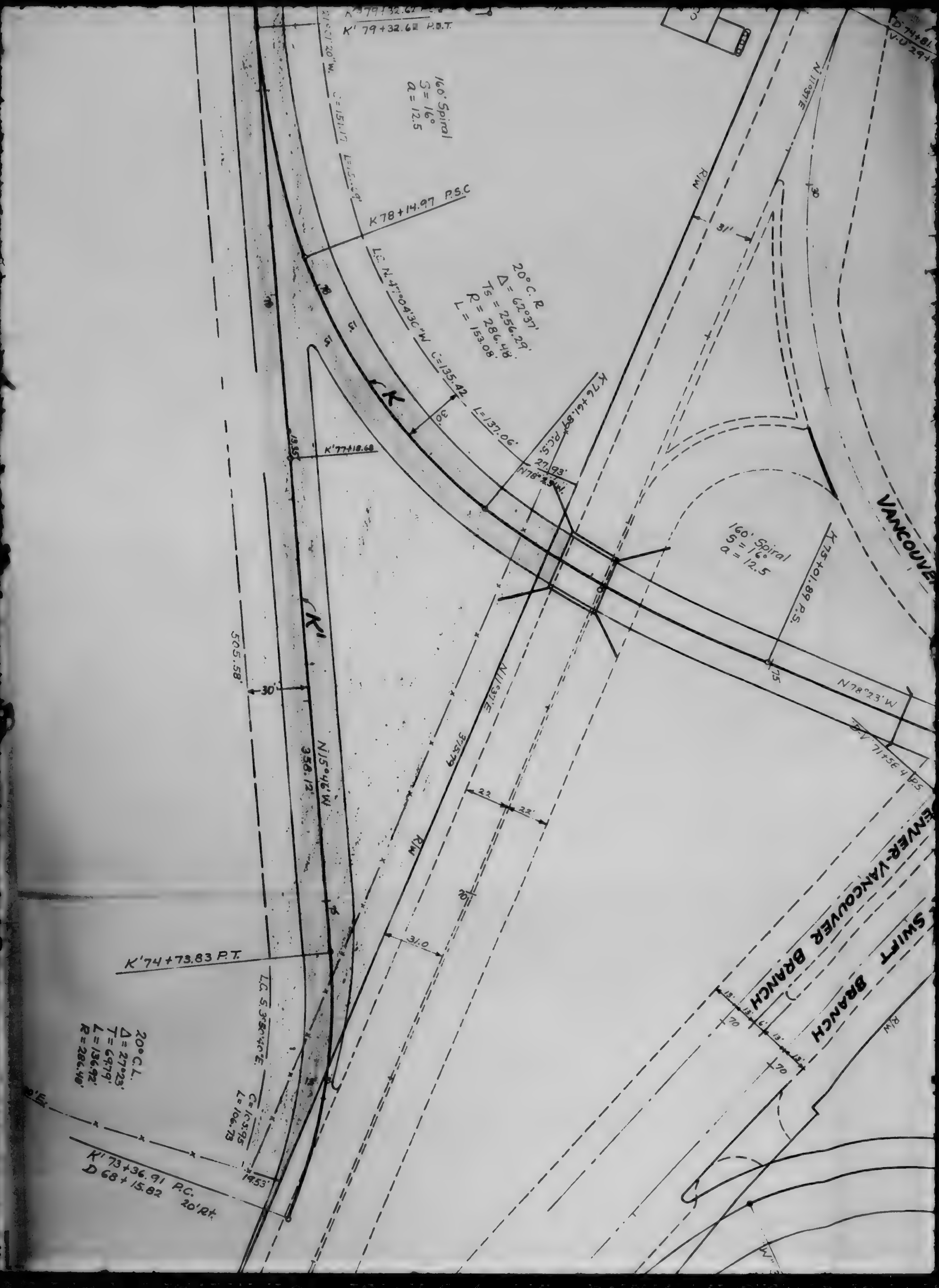
UNION AVE.-DENVER AVE. INTERSECTION

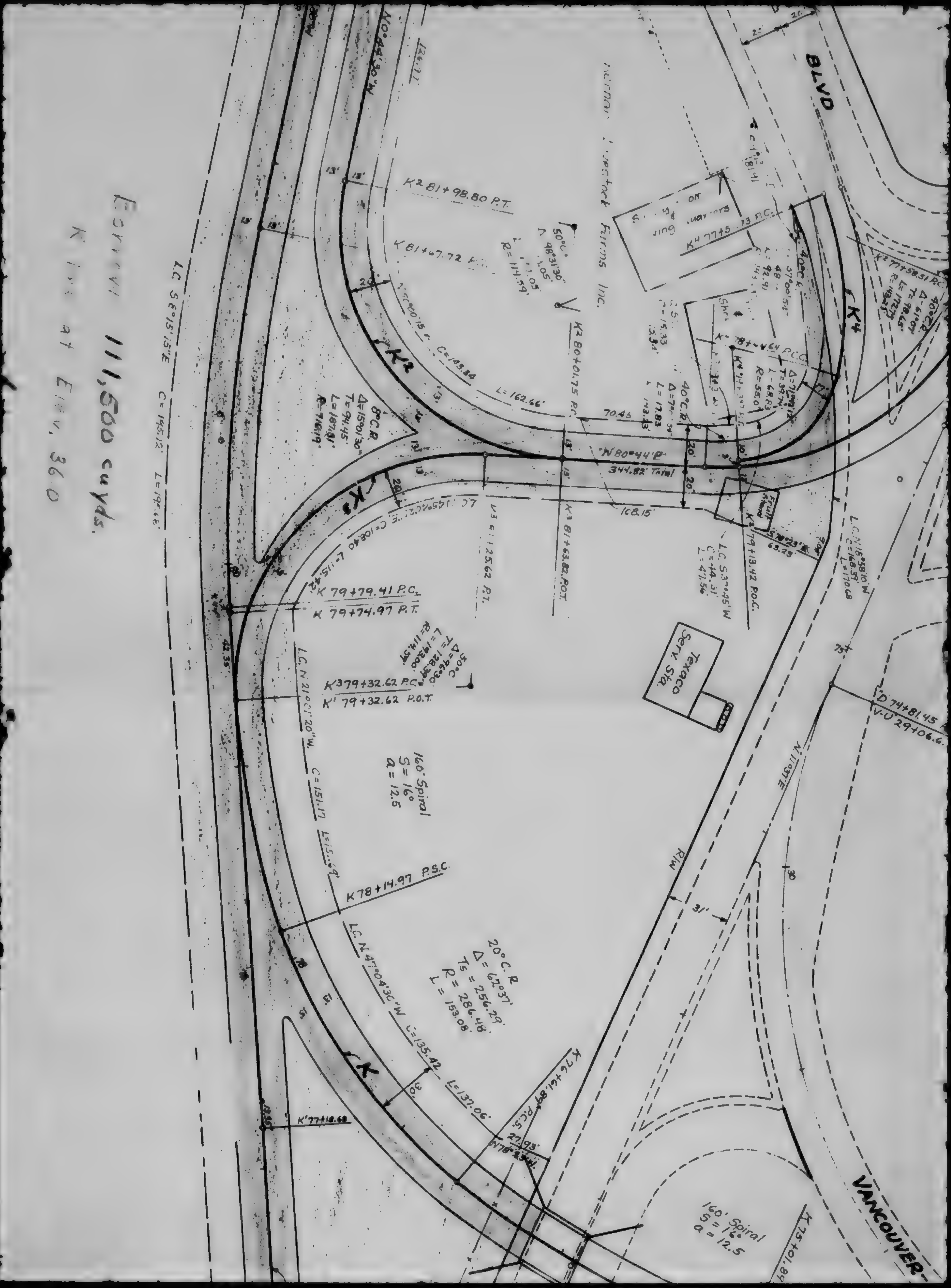
PACIFIC HWY EAST WITH PACIFIC HWY WEST
MULTNOMAH COUNTY
SCALE 1"= 50' OCTOBER 1948
H.C. Broadwell Locating Engineer.


20.67
22'
DENVER AVE.
65
65
R/W
R/W
R/W
62+78.3 P.O.T.
62+78.3 Denver Ave.

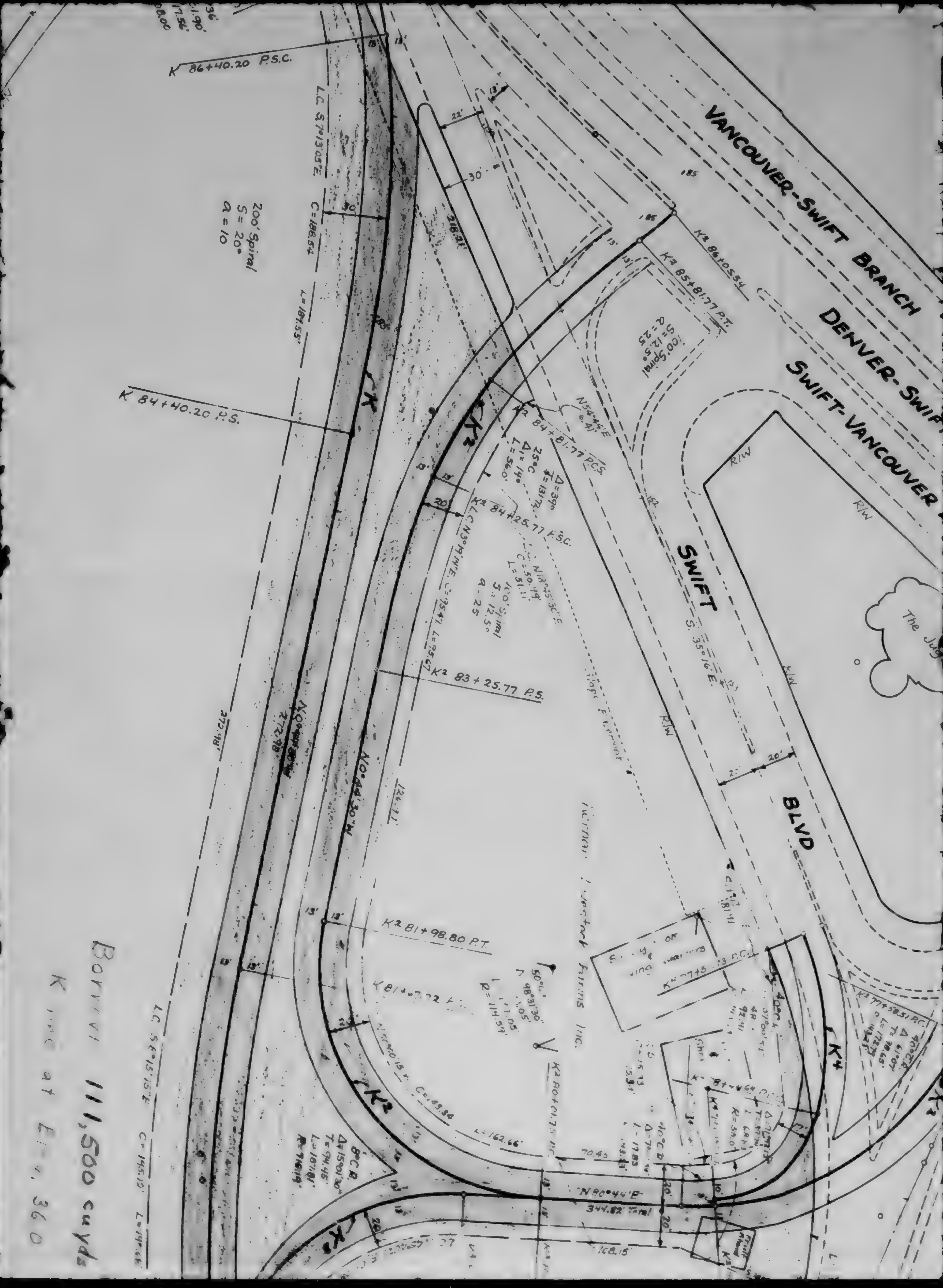
REGON STATE HIGHWAY DEPARTMENT
LOCATION MAP
N AVE.- DENVER AVE. INTERSECTION
CIFIC HWY EAST WITH PACIFIC HWY WEST
MULTNOMAH COUNTY
SCALE 1" = 50' OCTOBER 1948
H.C. Broadwell Locating Engineer.


505.58'
30'
358.12'
N15°46'W
N11°37'E
375.79
R/W
22
22'
70
31.0
K'74+73.83 P.T.
L.C. S 35°40'E
20°C.L.
Δ = 27°23'
T = 69.79'
L = 136.92'
R = 286.48'
C = 105.95
L = 106.73
19.55'
K' 73+36.91 P.C.
D 68+15.82
20'Rt.
75
N78°23'W
"D-V" 71+56.4 P.S.
DENVER-VANCOUVER BRANCH
VER-SWIFT BRANCH
13'
6'
70
R/W
"W" 34+15.60 P.C.S.
R/W
30°C.R.
Δ1 = 59°45
L = 199.17
Δ = 104°45'
Ts = 328.74'
150' Spiral
S = 22°30
a = 20
"W" 32+65.60 P.T.
21'Rt D-S 67+99.58 P.O.T.
D-S 67+72.1 P.T.
20.67
22'
DENVER AVE.
65
65
R/W

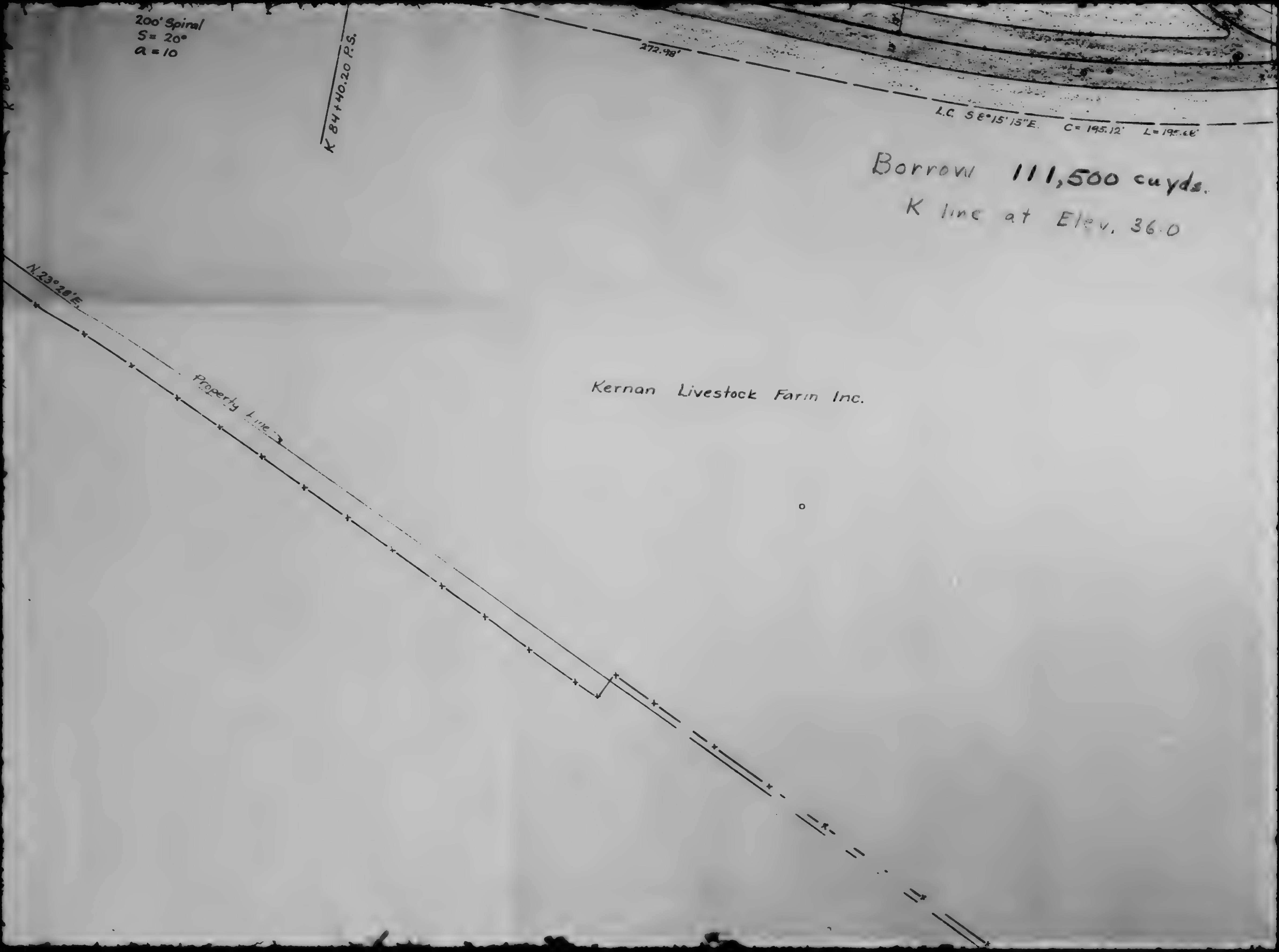

K' 79+32.62 P.S.T.
160' Spiral
S = 16°
a = 12.5
C = 151.17
K 78+14.97 P.S.C
20° C. R
Δ = 62°37'
Ts = 256.29'
R = 286.48'
L = 153.08'
L.C. N 47°04'30"W
C = 135.42
L = 137.06'
30'
K
K 76+61.89 P.C.S.
27.93'
N78°23'W.
R/W
31'
N11°05'E
K'77+18.68
19.35
K'
505.58'
30'
N15°46'W
358.12'
N11°37'E
315.79
22
22'
R/W
31.0
K 75+01.89 P.S.
160' Spiral
S = 16°
a = 12.5
75
N78°23'W
D-V 71+56.4 P.S.
VANCOUVE
DENVER-VANCOUVER BRANCH
SWIFT BRANCH
13'
13'
6'
13'
13'
70
70
R/W
K'74+73.83 P.T.
20° C.L.
Δ = 27°23'
T = 69.79'
L = 136.92'
R = 286.48'
L.C. S 38°40'E
C = 135.95
L = 106.73
19.53'
K' 73+36.91 P.C.
D 68+15.82
20' Rt.

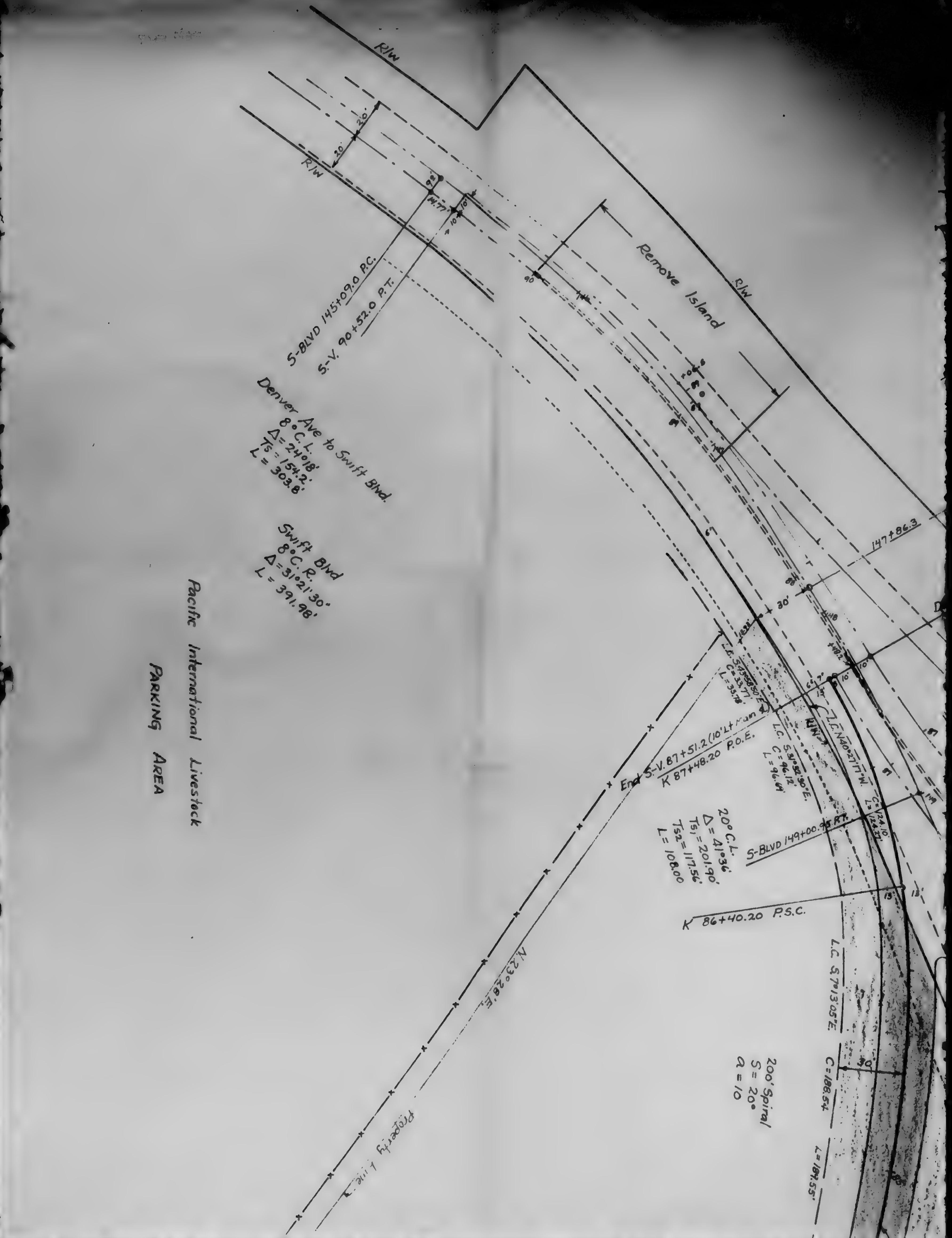


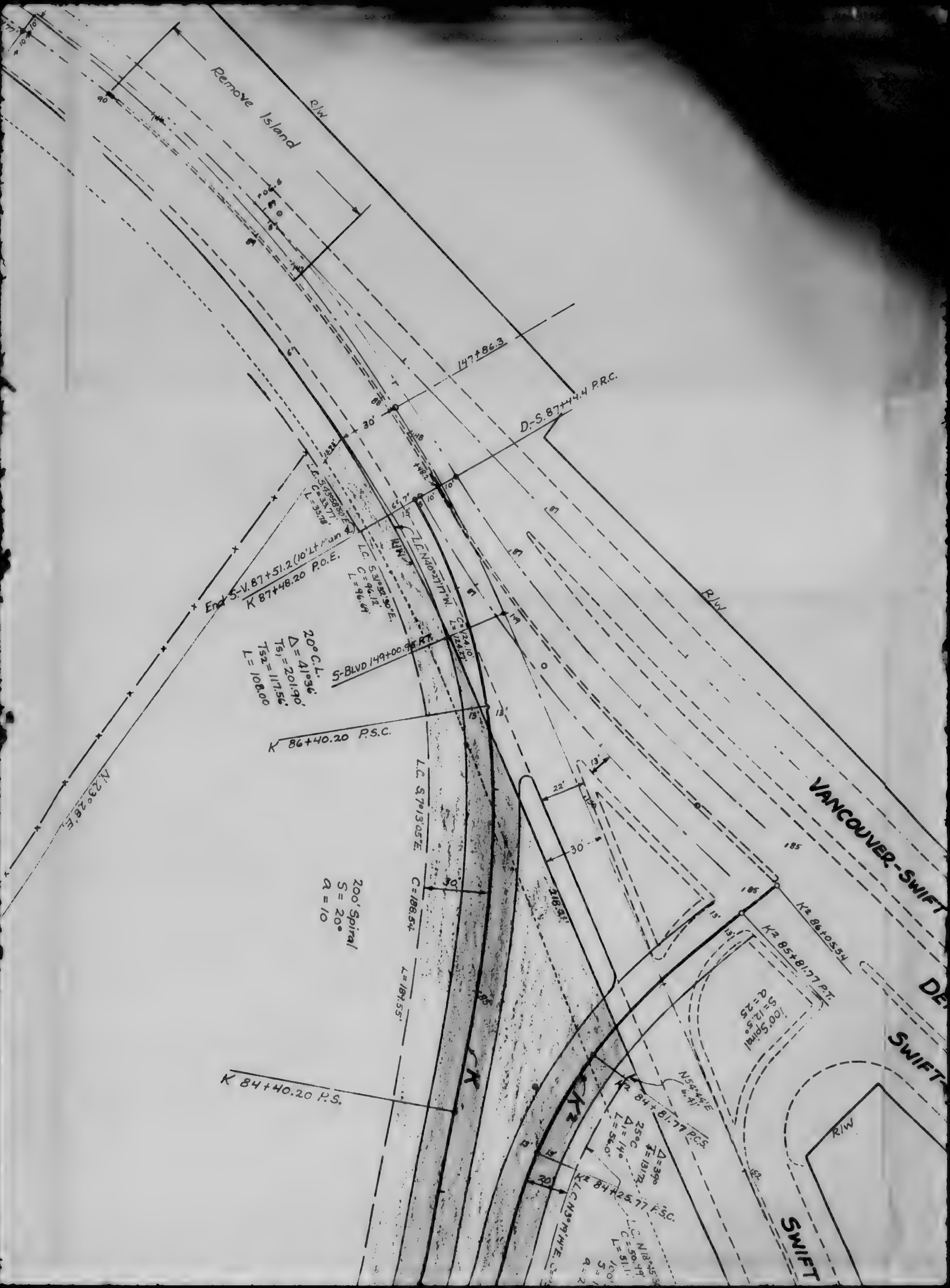
BLVD
VANCOUVER
Borrow 111,500 cu yds.
K line at Elev. 36.0
L.C. S8°15'15"E C=195.12' L=195.68'
N0°44'30"W
K2 81+98.80 P.T.
K 81+67.72
50°C.
Δ 98°31'30"
R= 114.59
K2 80+01.75 P.C.
C=143.34
L= 162.66'
70.45
"N80°44'B" 344.82' Total
168.15'
K4 77+5 .73 P.C.
K4
40°C.R.
37°00'52"
K4 78+40.64 P.C.C.
40°C.R.
Δ=7°0'34"
L = 17.83
Texaco Serv. Sta.
K2 79+13.42 P.O.C.
L.C. S.37°45'W
C= 41.51'
L= 41.56'
L.C. N16°58'10"W C=168.39' L=170.68
K3 77+58.51 P.C.
K3
8°C.R.
Δ=15°01'30"
T=94.45
L=187.81'
R=716.19
L.C. N45°40'... C=108.40 L=115.42
K3 81+25.62 P.T.
K3 81+63.82 P.O.T.
K 79+79.41 P.C.
K 79+74.97 P.T.
42.35
K3 79+32.62 P.C.
K1 79+32.62 P.O.T.
50°C.
Δ=76°30'
L=128.37
R=114.59
L.C. N 21°01'20"W C=151.17 L=151.69
160' Spiral
S= 16°
a= 12.5
K 78+14.97 P.S.C.
20° C. R.
Δ= 62°37'
Ts = 256.29
R = 286.48
L = 153.08
L.C. N 47°04'30"W C=135.42 L=137.06'
K
K 76+61.84 P.S.
27.93'
N78°23'W.
K1 77+18.68
"D" 74+81.45
V-U 29+06.6
N.11°37'E.
R/W
31'
160' Spiral
S = 16°
a = 12.5
K 75+01.84
30'
20'
13'

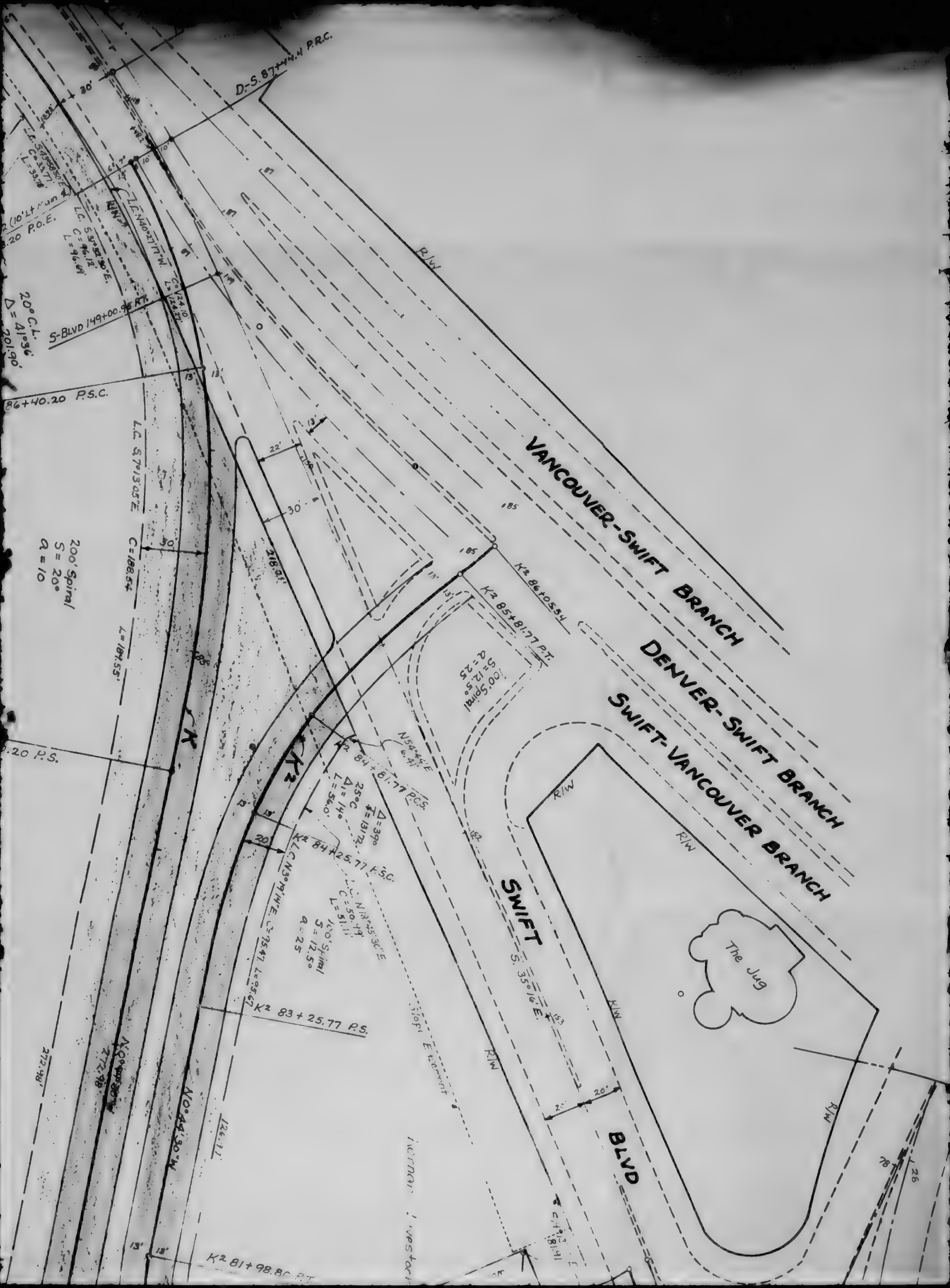

VANCOUVER-SWIFT BRANCH
DENVER-SWIFT
SWIFT-VANCOUVER
SWIFT
BLVD
S. 35°16'E.
R/W
The Jug
K 86+40.20 P.S.C.
K 84+40.20 P.S.
200' Spiral
S = 20°
a = 10
L.C. S.7°13'05"E.
C=186.54
L=187.55
K² 86+05.54
K² 85+81.77 P.T.
100' Spiral
S=12.5°
a=25
K² 84+81.77 P.C.S.
N54°44'E
Δ=39°
T=131.72
25°C
Δ1=14°
L=56.0
K² 84+25.77 P.S.C.
L.C. N3°19'14"E
C=95.41
L=95.67
L.C. N18°45'36"E
C=50.99
L=51.11
100' Spiral
S=12.5°
a=25
K² 83+25.77 P.S.
Slope Easement
N0°44'30"W
272.98
272.98
126.77
K² 81+98.80 P.T.
K 81+07.72
50°C
Δ=48°31'30"
R=114.59
Kitman Livestock Farms Inc.
K⁴ 77+5 .73 P.C.
K² 80+07.74 P.C.
L=162.66
C=143.84
L.C. S8°15'15"E
C=145.12
L=146.68
8°C.R.
Δ=15°01'30"
T=94.45
L=187.81
R=716.19
40°C B
Δ=
L=
R=
K⁴
K² 77+58.51 P.C.
N 80°44'E
344.82 Total
168.15
70.45
K
K²
K³
K⁴
22'
30'
20'
13'
185
182

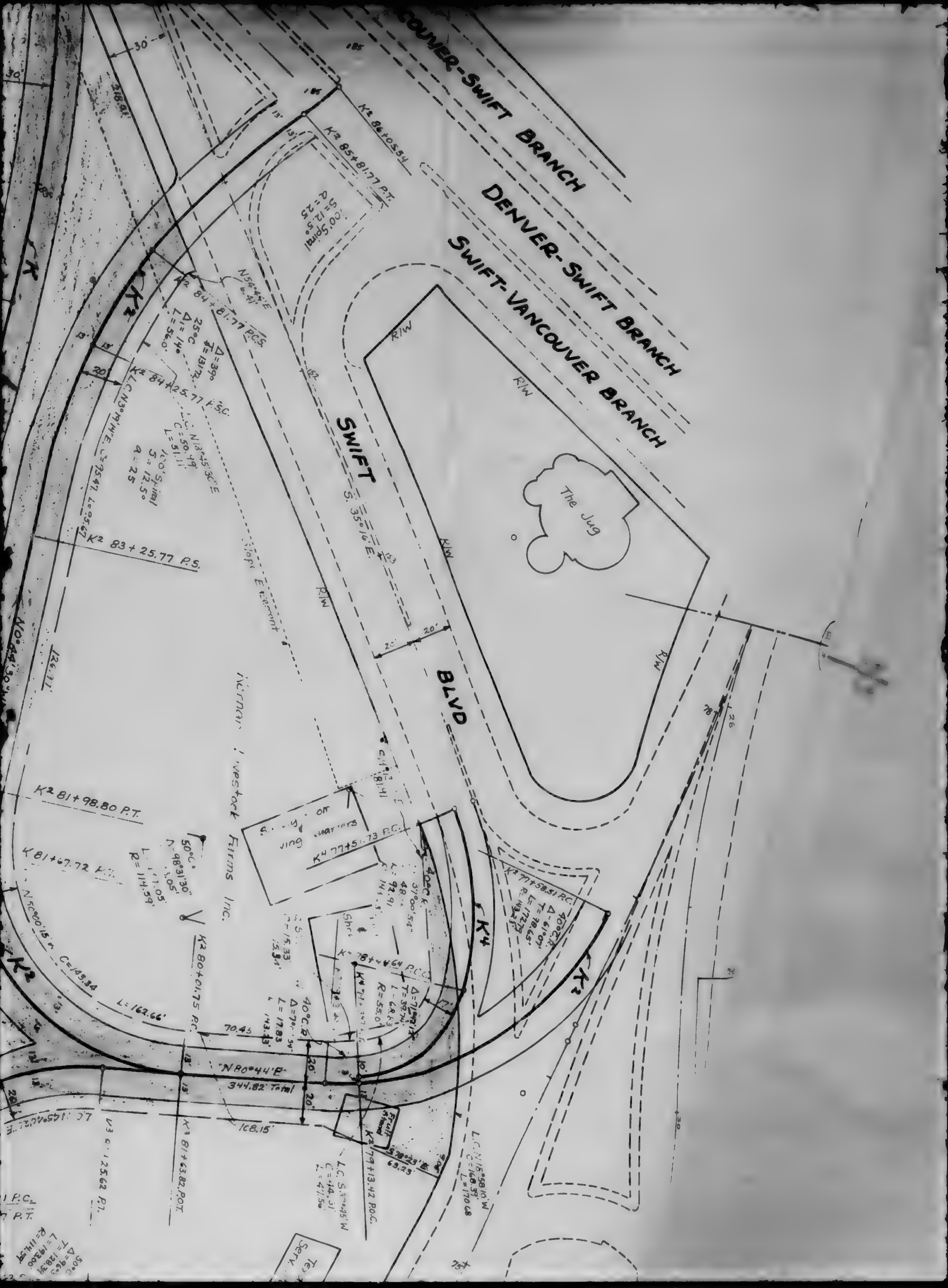
Borrow 111,500 cu yds
K [illegible] at El. 36.0

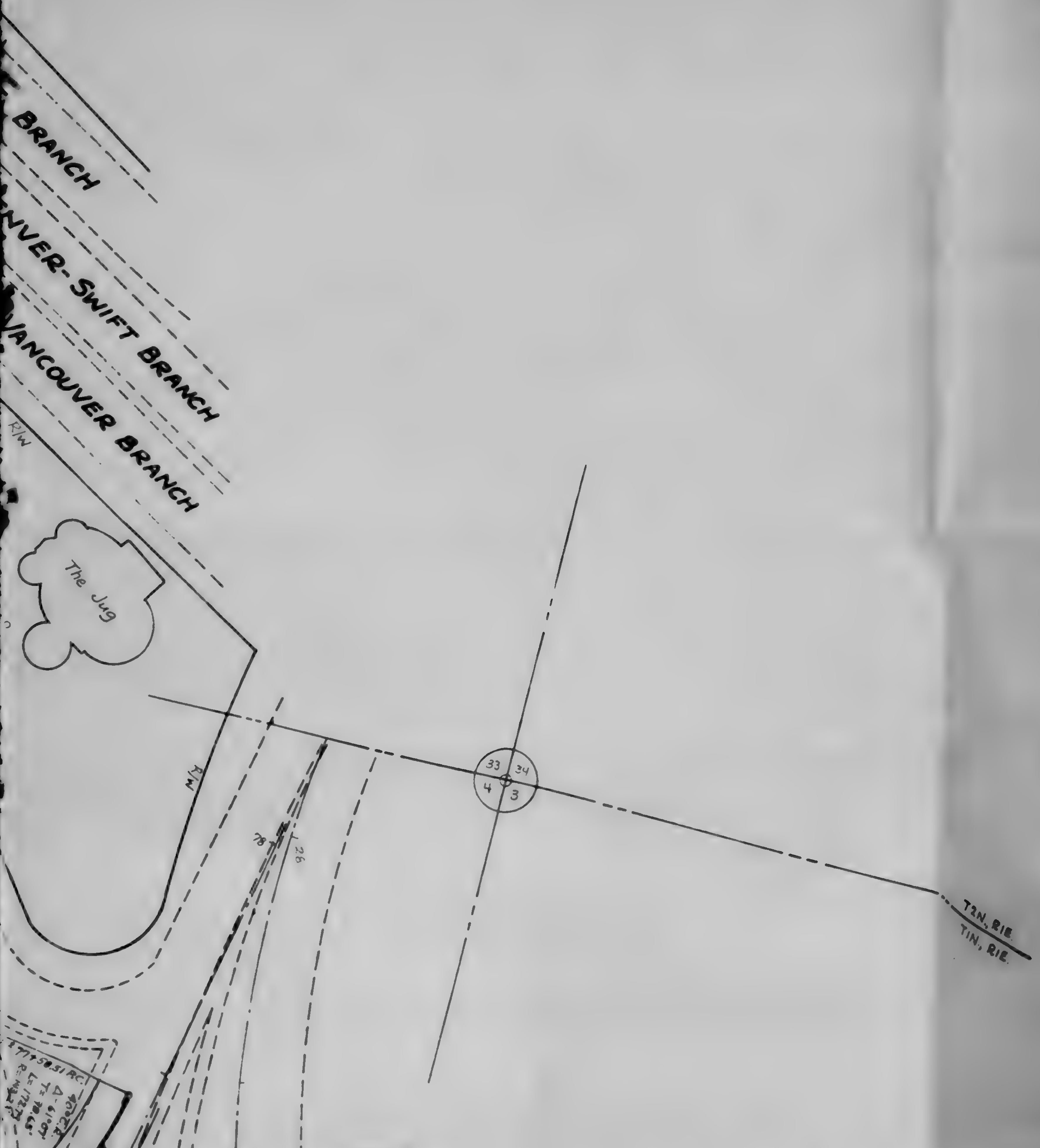

200' Spiral
S= 20°
a = 10
K 84+40.20 P.S.
272.98'
L.C. S 8°15'15"E.
C= 195.12'
L= 195.68'
Borrow 111,500 cu yds.
K line at Elev. 36.0
N.23°28'E.
Property Line
Kernan Livestock Farm Inc.

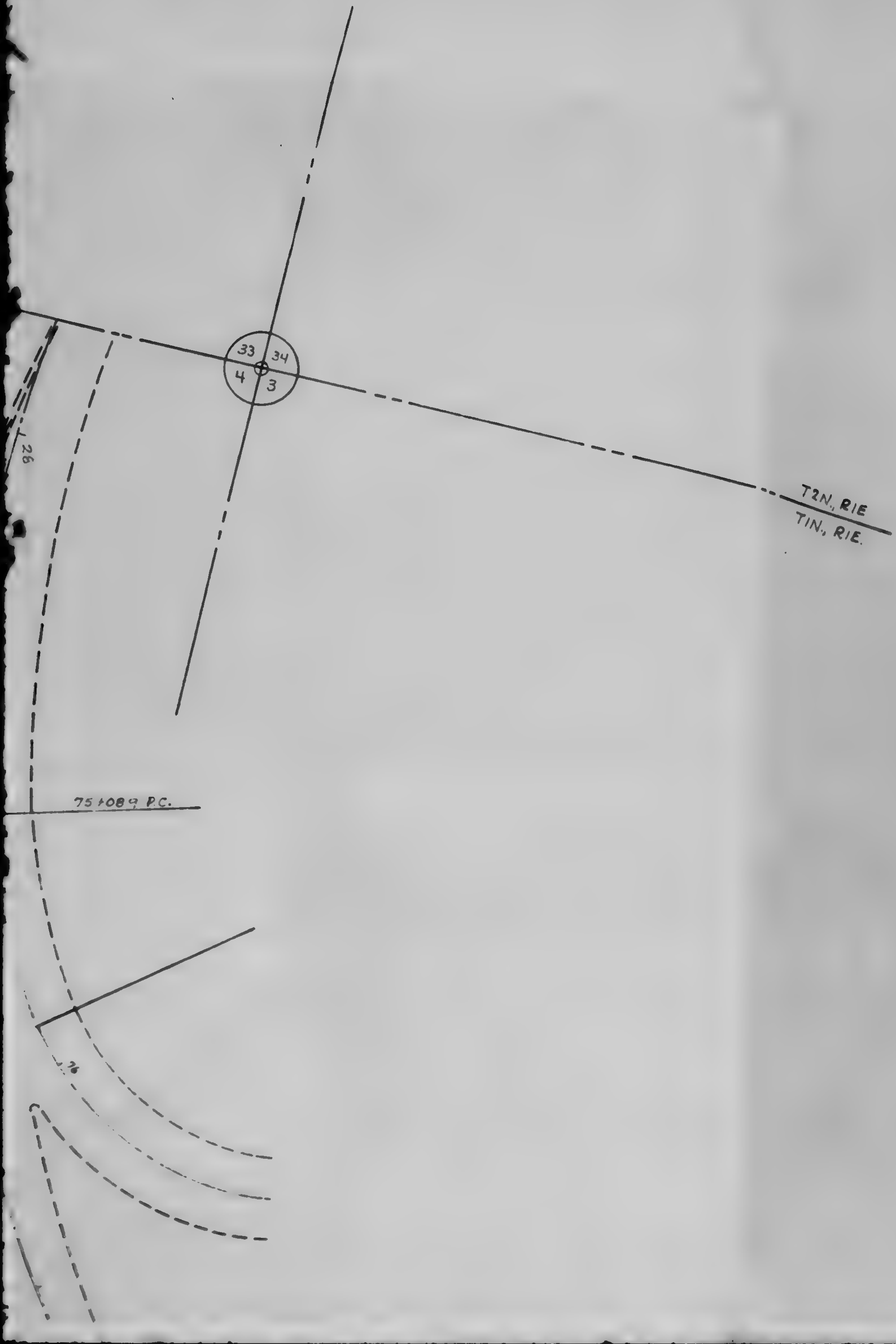

R/W
R/W
R/W
20'
20'
Remove Island
S-BLVD 145+09.0 P.C.
S-V. 90+52.0 P.T.
Denver Ave to Swift Blvd.
8° C.L.
Δ = 24°18'
Ts = 154.2'
L = 303.8'
Swift Blvd
8° C.R.
Δ = 31°21'30"
L = 391.98'
Pacific International Livestock
PARKING AREA
147+86.3
30'
10'
10'
L.C. S43°58'50"E.
C = 33.77'
L = 33.78'
End S-V. 87+51.2 (10' Lt Main ℄)
K 87+48.20 P.O.E.
L.C. S31°52'30"E.
C = 96.12'
L = 96.69'
L.C. N40°27'17"W.
C = 124.10'
L = 124.27'
S-BLVD 149+00.95 R.T.
20° C.L.
Δ = 41°36'
Ts1 = 201.90'
Ts2 = 117.56'
L = 108.00
K 86+40.20 P.S.C.
13'
L.C. S7°13'05"E.
C = 188.54'
L = 189.55'
30'
200' Spiral
S = 20°
a = 10
N.23°28'E.
Property Line

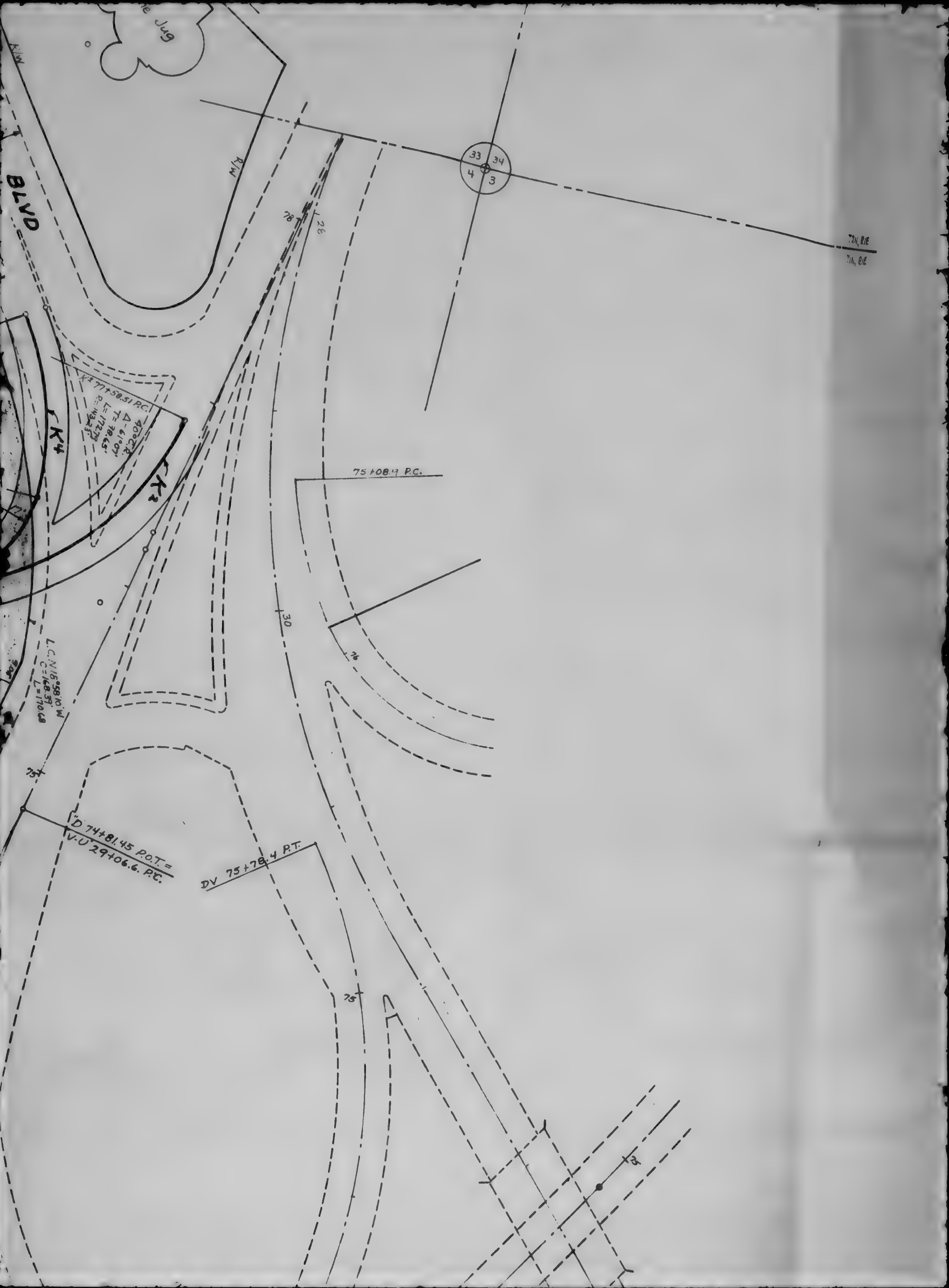

Remove Island
R/W
147+86.3
D-S. 87+44.4 P.R.C.
30'
10'
L.C. S.43°58'50"E.
C=33.77'
L=33.78'
End S-V. 87+51.2 (10' Lt Main ℄)
K 87+48.20 P.O.E.
L.C. S.31°52'30"E.
C=96.12'
L=96.69'
R/W
L.C. N40°27'17"W.
C=124.10'
L=124.37'
S-BLVD 149+00.95 RT.
20° C.L.
Δ=41°36'
Ts1=201.90'
Ts2=117.56'
L=108.00
K 86+40.20 P.S.C.
13'
22'
30'
N.23°28'E.
L.C. S.7°13'05"E.
C=188.54'
L=189.55'
200' Spiral
S=20°
a=10
218.21'
VANCOUVER-SWIFT
185
K2 86+05.54
K2 85+81.77 P.T.
100' Spiral
S=12.5°
a=25
DE
SWIFT
K
K2
K 84+40.20 P.S.
N54°45'E
6.41'
K2 84+81.77 P.C.S.
25°C
Δ1=14°
L=56.0'
Δ=39°
T=131.72
20'
K2 84+25.77 P.S.C.
L.C. N3°19'14"E.
L.C. N18°45'30"
C=50.49'
L=51.1'
R/W
SWIFT


D-S. 87+44.4 P.R.C.
30'
10'
10'
15'
(10' Lt from ℄)
.20 P.O.E.
L.C. S43°58'30"E. C=33.77' L=33.78'
L.C. S31°52'30"E. C=96.12' L=96.69'
L.C. N40°27'17"W. C=124.10' L=124.37'
S-BLVD 149+00.95 P.T.
20° C.L.
Δ=41°36'
201.90'
86+40.20 P.S.C.
13'
13'
13'
22'
30'
30'
L.C. S71°30'5"E
C=188.54
L=187.55'
200' Spiral
S=20°
a=10
218.21'
R/W
VANCOUVER-SWIFT BRANCH
DENVER-SWIFT BRANCH
SWIFT-VANCOUVER BRANCH
185
K² 86+05.54
K² 85+81.77 P.T.
100' Spiral
S=12.5°
a=25
K
K²
.20 P.S.
K² 84+81.77 P.C.S.
N54°45'E
6.41'
Δ=39°
T=131.72
25°C
Δ₁=14°
L=56.0'
K² 84+25.77 P.S.C.
20'
15'
L.C. N30°19'14"E. C=75.47 L=75.67
L.C. N18°45'30"E
C=50.49'
L=51.11'
100' Spiral
S=12.5°
a=25
K² 83+25.77 P.S.
SWIFT
S. 35°16' E.
152
153
R/W
R/W
R/W
R/W
The Jug
BLVD
20'
272.48'
272.48'
N0°44'30"W.
126.11
Slope Easement
K² 81+98.80 P.T.
13'
13'
78
26

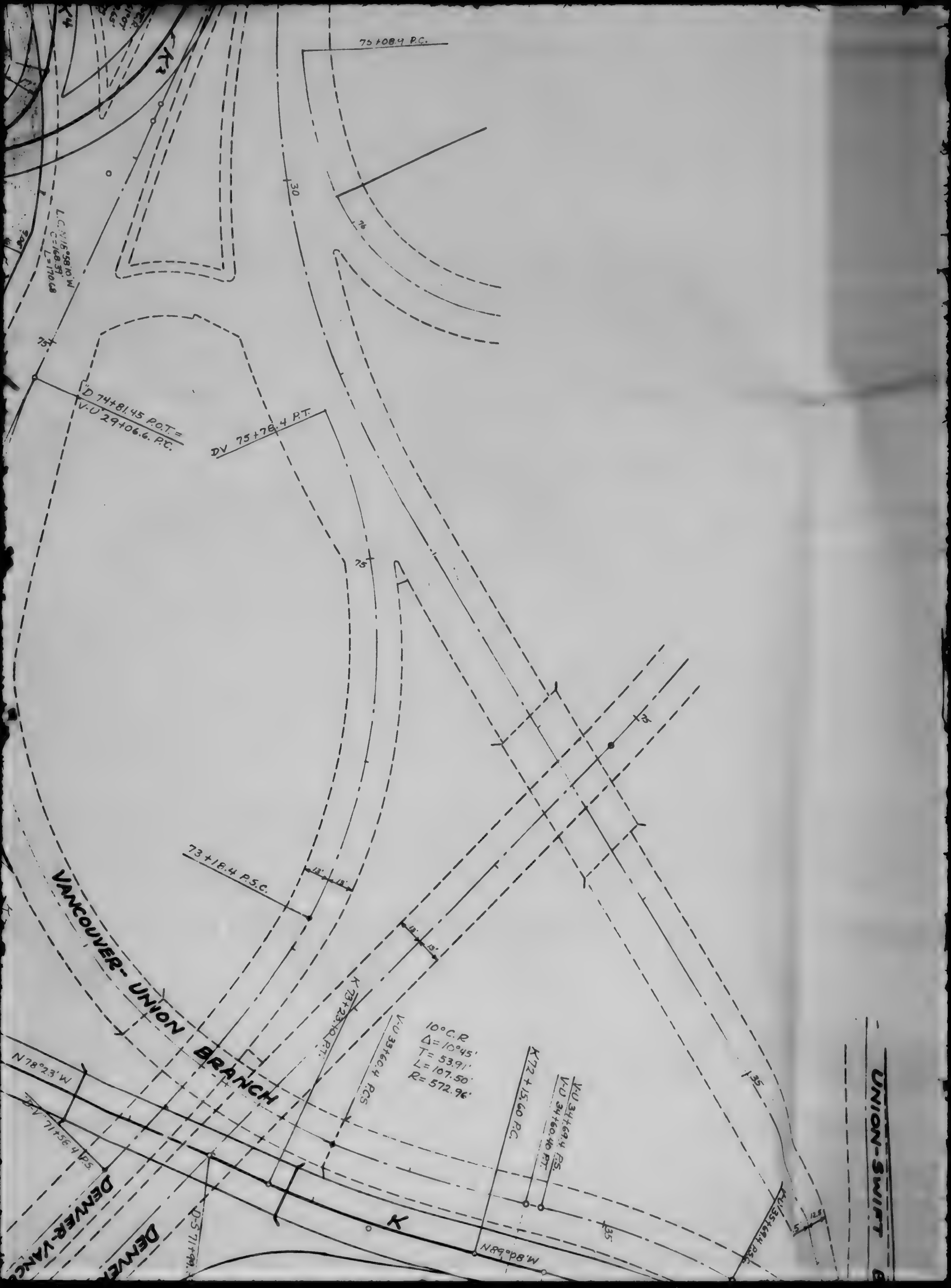

VANCOUVER-SWIFT BRANCH
DENVER-SWIFT BRANCH
SWIFT-VANCOUVER BRANCH
SWIFT
BLVD
S. 35°16' E.
R/W
R/W
R/W
R/W
R/W
The Jug
20'
20'
K2 86+05.54
K2 85+81.77 P.T.
100' Spiral
S=12.5°
a=25
K2 84+81.77 P.C.S.
25°C
Δ=14°
L=56.0
Δ=35°
T=131.72
K2 84+25.77 P.S.C.
L.C. N18°45'30"E
C=50.49
L=51.11
100' Spiral
S=12.5°
a=25
L.C. N30°14'E C=95.47 L=95.60
K2 83+25.77 P.S.
N0°44'30"
126.77
K2 81+98.80 P.T.
K2 81+67.72
50°C
Δ=98°31'30"
L=171.05
R=114.59
Kinnan Livestock Farms Inc.
Stock Yards and Living Quarters
K4 77+51.73 P.C.
181.41
40°C R.
37°00'54"
48.
92.91
143.
K2 77+58.51 P.C.
40°C R.
Δ=61°01'
T=78.65
L=172.76
R=143.37
K4
K2
K2
N50°00'15"E C=143.34
L=162.66'
K2 80+01.75 P.C.
70.45
40°C R.
Δ=70°
L=17.83
143.43'
15.33
15.34'
K4 78+44.64 P.C.C.
Δ=71°
T=39.74
L=68.83
R=55.0
N80°44'E
344.82' Total
168.15'
13'
13'
20'
20'
20'
10'
K3 81+63.82 P.O.T.
125.62 P.T.
K2 79+13.42 P.O.C.
S78°23'E
63.23
Fruit Stand
L.C. S37°45'W
C=14.31
L=47.56
L.C. N16°58'10"W
C=168.39
L=170.68
Tex Serv.
50°C
Δ=96°
L=192.00
R=114.59
P.C.
P.T.
30'
30'
218.91
185
78
28
30
75

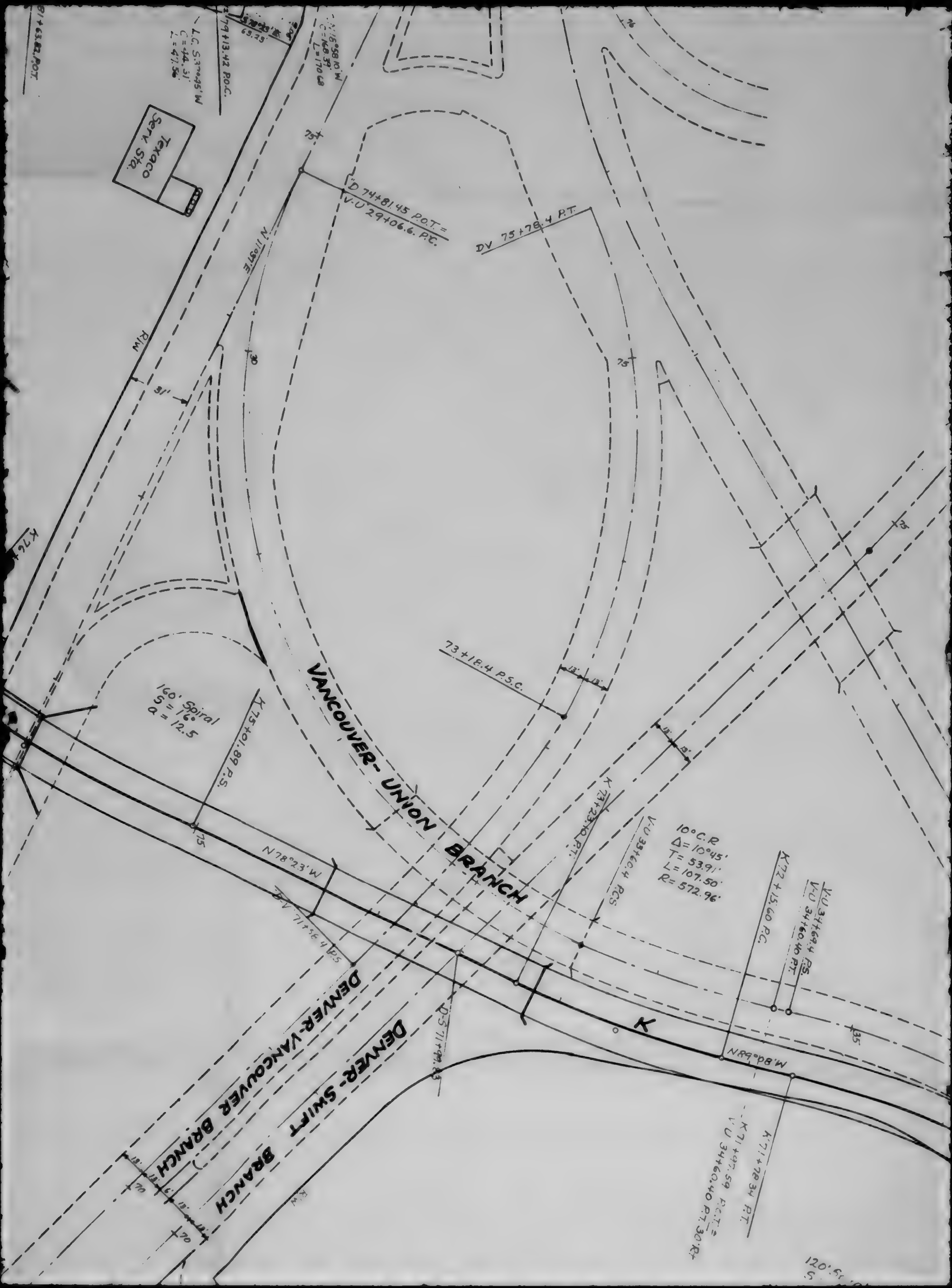

BRANCH
NVER-SWIFT BRANCH
VANCOUVER BRANCH
R/W
The Jug
R/W
78
28
33
34
4
3
T2N, R1E
T1N, R1E
771+50.51 P.C.
75+08.9 P.C.

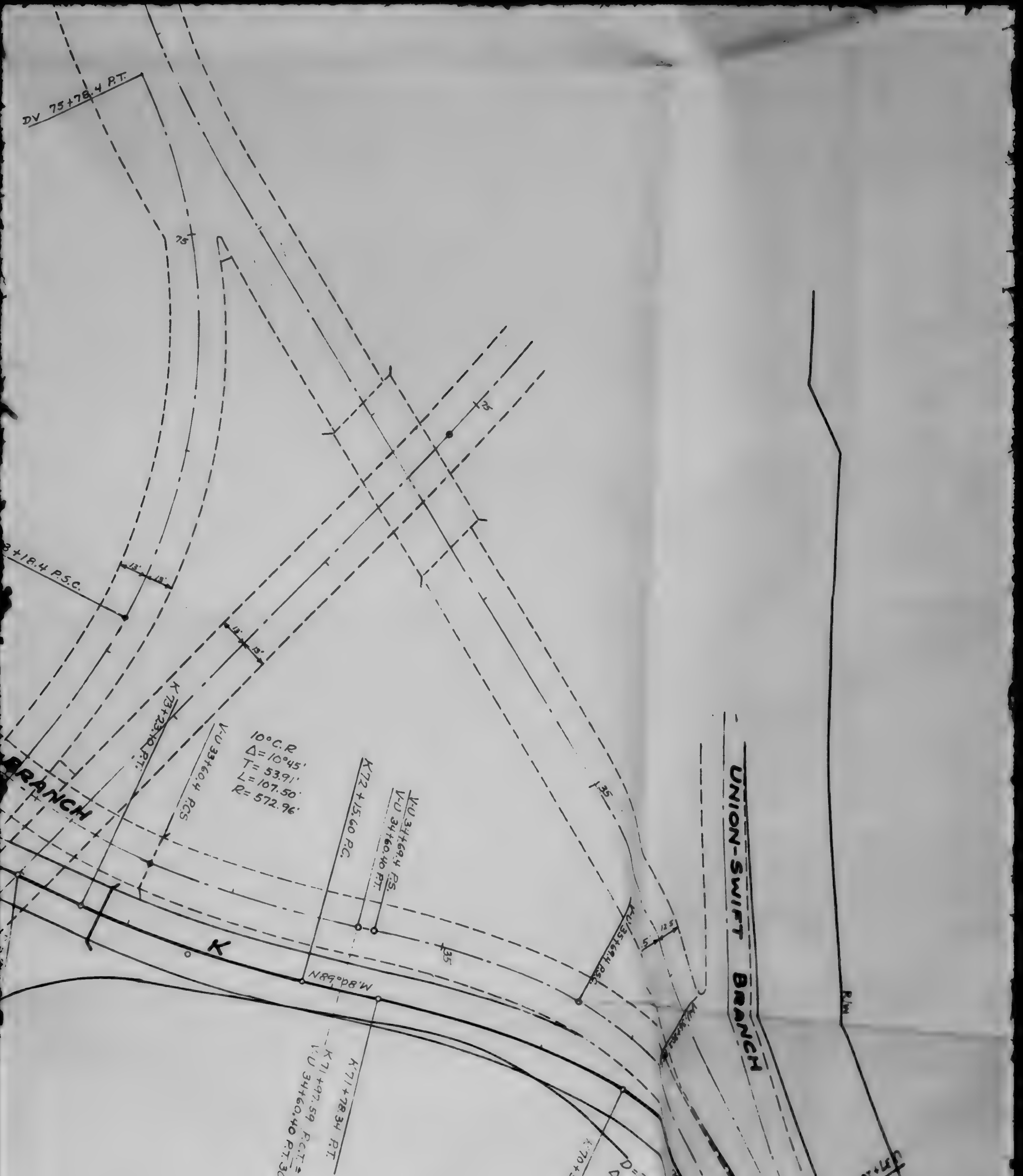

33
34
4
3
26
T2N., R1E
T1N., R1E.
75+08.9 P.C.
26

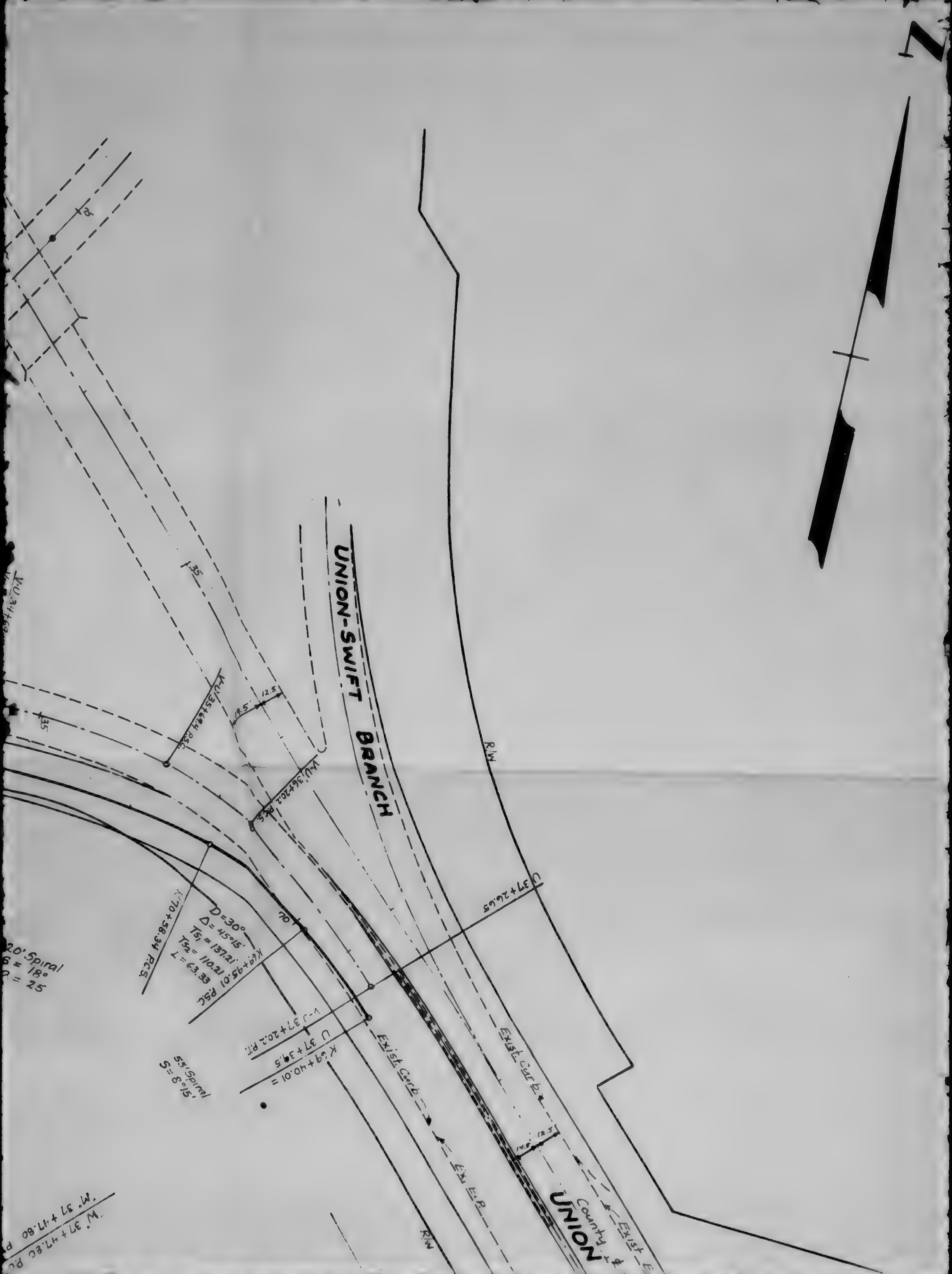


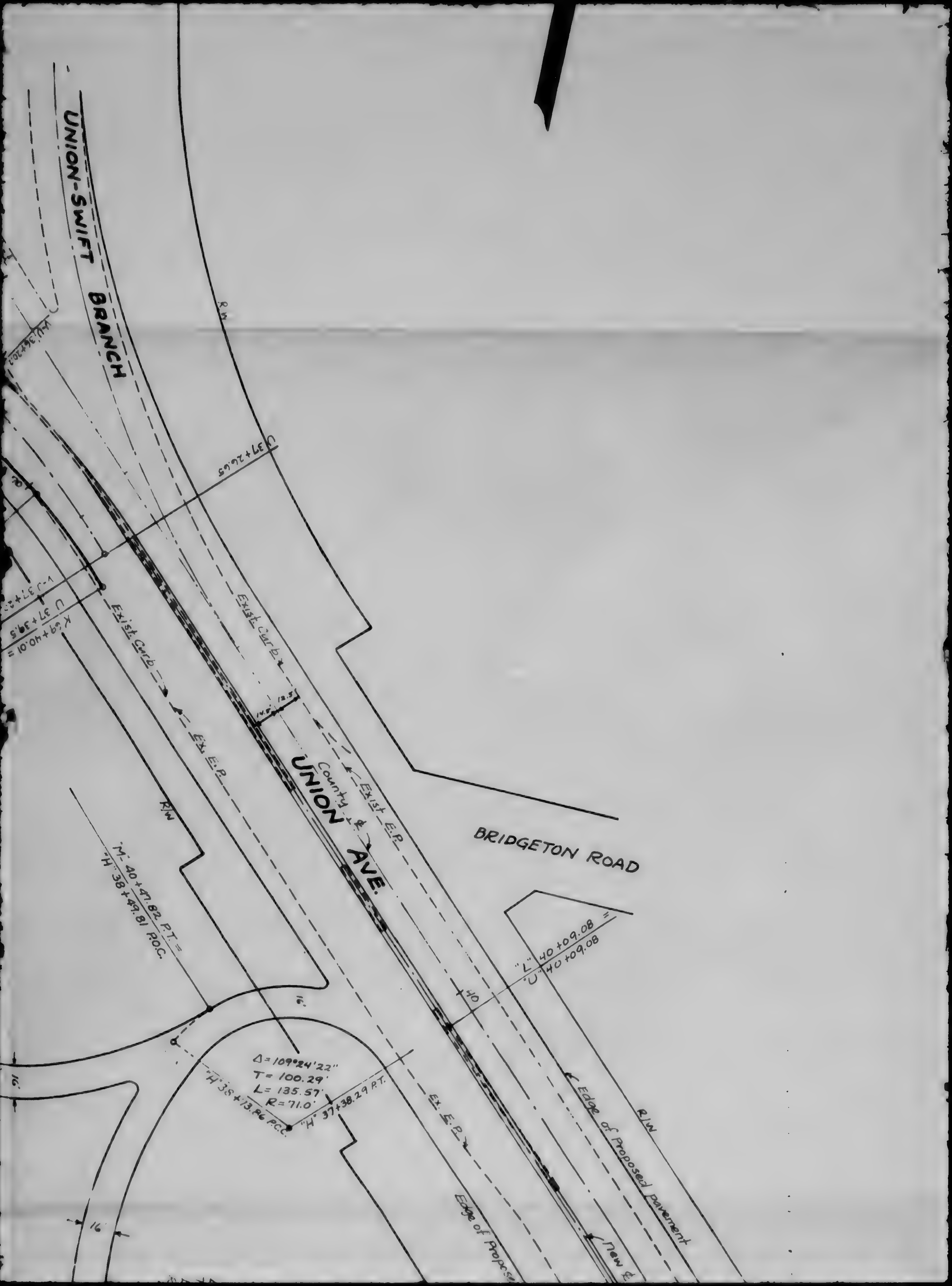
he Jug
R/W
BLVD
M/R
33
34
4
3
T2N, R1E
T1N, R1E
78
26
K² 77+58.51 P.C.
Δ - 61°07'
T = 78.65'
L = 172.79
R = 143.25
400 C.R.
K⁴
K²
75+08.9 P.C.
30
76
L.C. N16°58'10"W
C = 168.39'
L = 170.68
306
75
"D" 74+81.45 P.O.T. =
V-U 29+06.6. P.C.
DV 75+78.4 P.T.
75
75

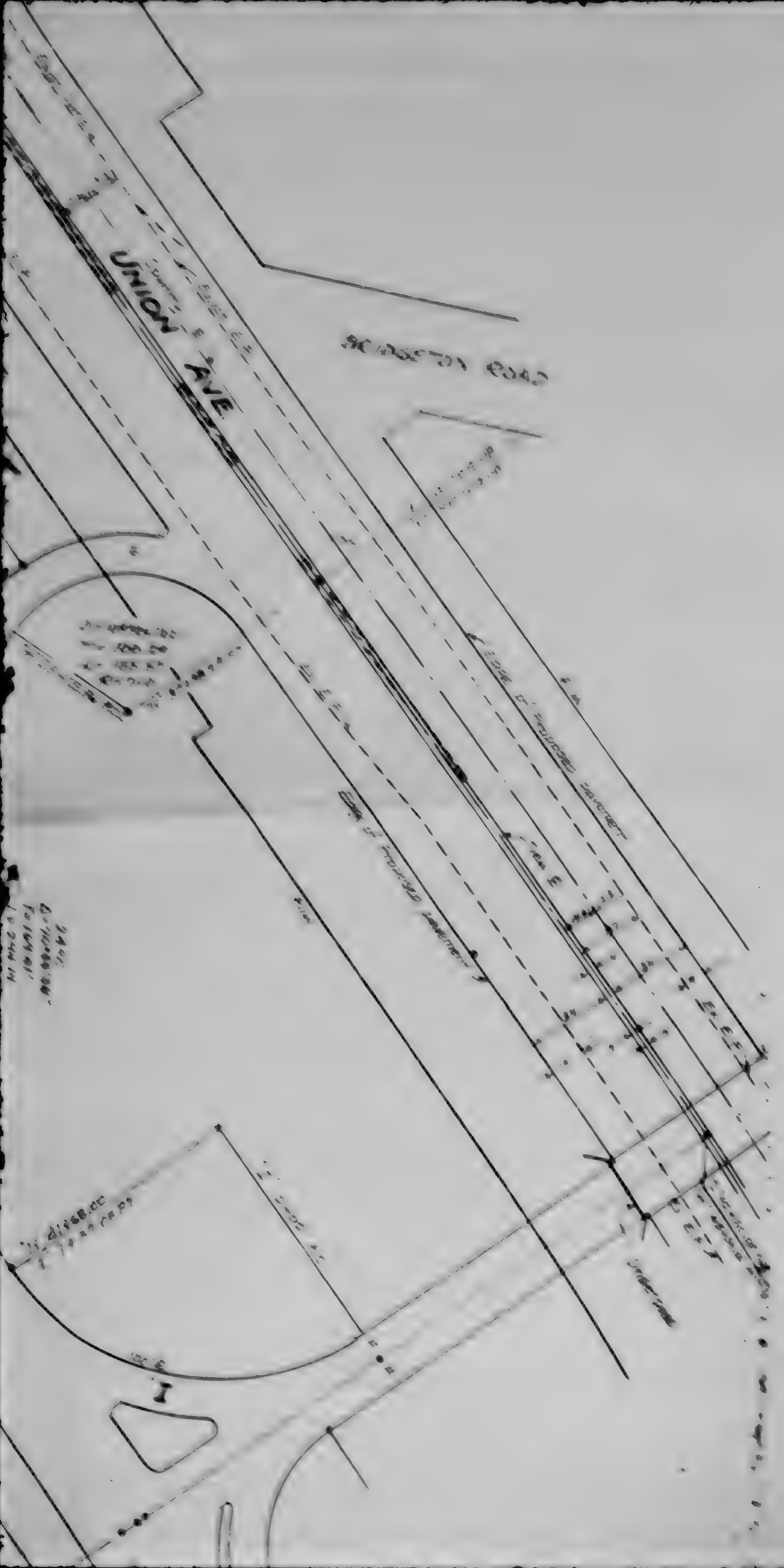

K4
K3
75+08.4 P.C.
30
76
L.C. N 15°58'10" W
C=168.39'
L=170.68
75
D 74+81.45 P.O.T.=
V-U 29+06.6. P.C.
DV 75+78.4 P.T.
75
73+18.4 P.S.C.
13'
13'
VANCOUVER-UNION BRANCH
K 73+23.10 P.T.
V-U 33+60.4 P.C.S.
10°C.R
Δ=10°45'
T= 53.91'
L= 107.50'
R= 572.96'
K72+15.60 P.C.
V-U 34+69.4 P.S.
V-U 34+60.40 P.T.
35
35
V-U 35+69.4 P.S.C.
5'
12.5'
N 78°23' W
D-V 71+56.4 P.S.
DENVER-VANC
DENVE
D-S 71+99.
K
N89°08'W
UNION-SWIFT

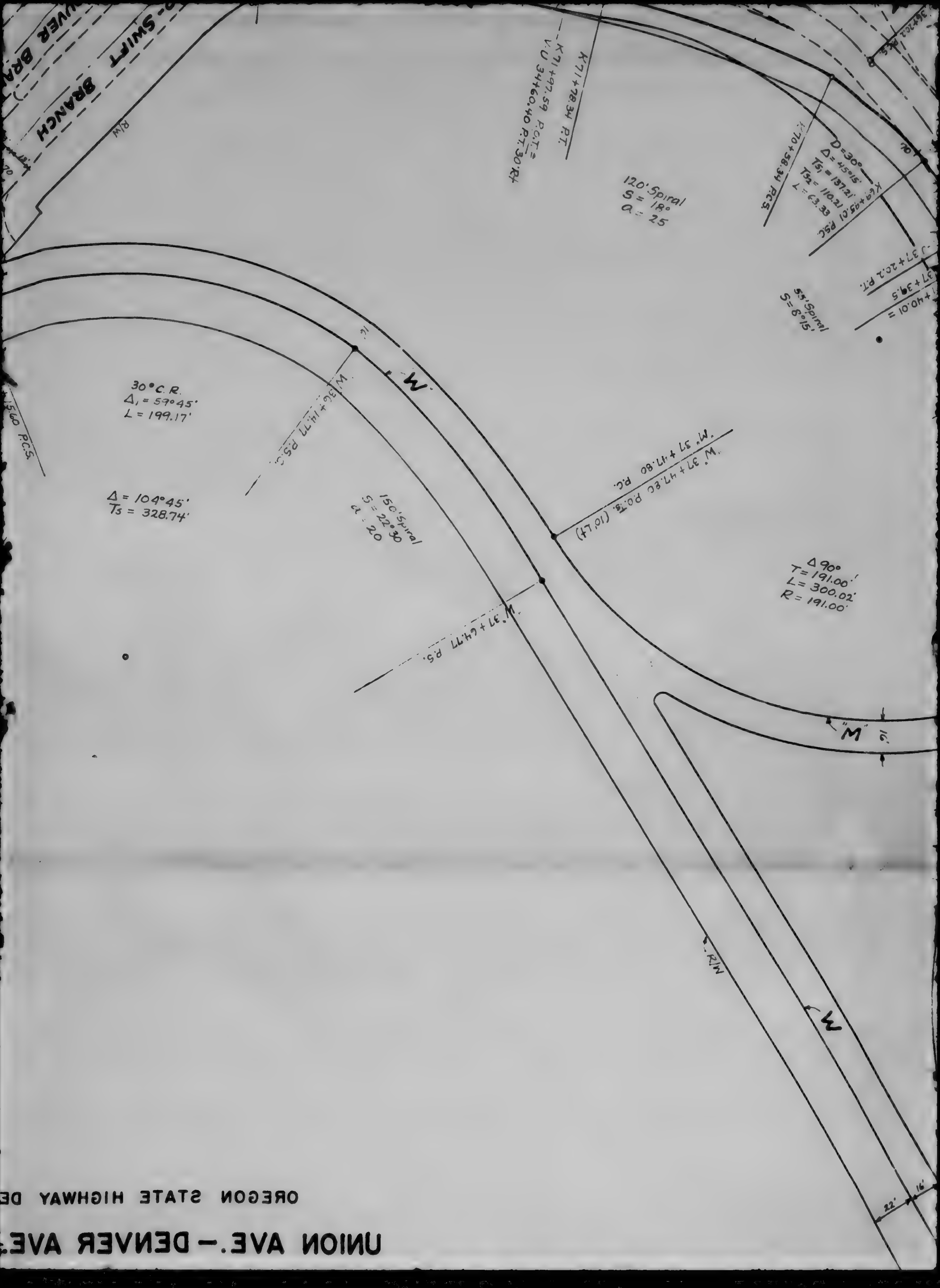

81+63.82 P.O.T.
L.C. S.37°25'W
C=44.31'
L=47.56'
79+13.42 P.O.C.
S.78°23'E
69.29'
N.18°58'10"W
C=168.39'
L=170.68
Texaco
Serv. Sta.
75
D 74+81.45 P.O.T.=
V-U 29+06.6. P.T.
DV 75+78.4 P.T.
N.11°57'E
R/W
31'
75
73+18.4 P.S.C.
13'
13'
13'
13'
160' Spiral
S = 16°
a = 12.5
K 75+01.89 P.S.
75
VANCOUVER-UNION BRANCH
K 73+23.10 P.T.
V-U 33+60.4 P.C.S.
10°C.R
Δ= 10°45'
T= 53.91'
L= 107.50'
R= 572.96'
K 72+15.60 P.C.
V-U 34+60.40 P.T.
V-U 34+69.4 P.S.
N 78°23'W
D-V 71+56.4 P.S.
D-S 71+99.85
K
35
N.89°08'W
K 71+78.34 P.T.
K 71+97.59 P.C.T.=
V-U 34+60.40 P.T. 30'Rt
DENVER-VANCOUVER BRANCH
DENVER-SWIFT BRANCH
R/W
13'
13'
6'
13'
13'
70
70
K 76+
120' Sp
S


DV 75+78.4 P.T.
75'
75'
3+18.4 P.S.C.
13'
13'
13'
13'
K 73+23.10 P.T.
V-U 33+60.4 P.C.S.
BRANCH
10°C.R
Δ=10°45'
T= 53.91'
L= 107.50'
R= 572.96'
K72+15.60 P.C.
V-U 34+69.4 P.S.
V-U 34+60.40 P.T.
K
N89°08'W
35
35
V-U 35+69.4 P.S.C.
5'
12.5'
UNION-SWIFT BRANCH
R/W
K71+78.34 P.T.
K71+97.59 P.C.T.=
V-U 34+60.40 P.T.
K70+58.34 P.C.S.
D=30°
Δ=45°15'
Ts1=137.21
Ts2=110.21
Y=63.33
+95.01 P.S.C.
120' Spiral
S= 18°
a= 25
U 37+26.65
V-U 37+26.3
U 37+39.5
K 69+40.01
5.5' Spiral
S= 8°
Exist
Exist

N
UNION-SWIFT BRANCH
UNION
R/W
R/W
V-U 34+69
35
35
V-U 35+69.4 P.S.C.
V-U 36+20.2 P.S.C.
19.5'
12.5
D=30°
Δ=45°15'
TS1=137.21
TS2=110.21
L=63.33
K 70+58.34 P.C.S.
K 69+95.01 P.S.C.
70
120' Spiral
S=18°
D=25
U 37+26.65
V-U 37+20.2 P.I.
U 37+39.5
K 69+40.01 =
55' Spiral
S=8°15'
Exist Curb
Exist Curb ℄
Ex E.P.
14.5'
12.5'
County ℄
Exist E
W. 37+47.80 P.O.
W. 37+47.80

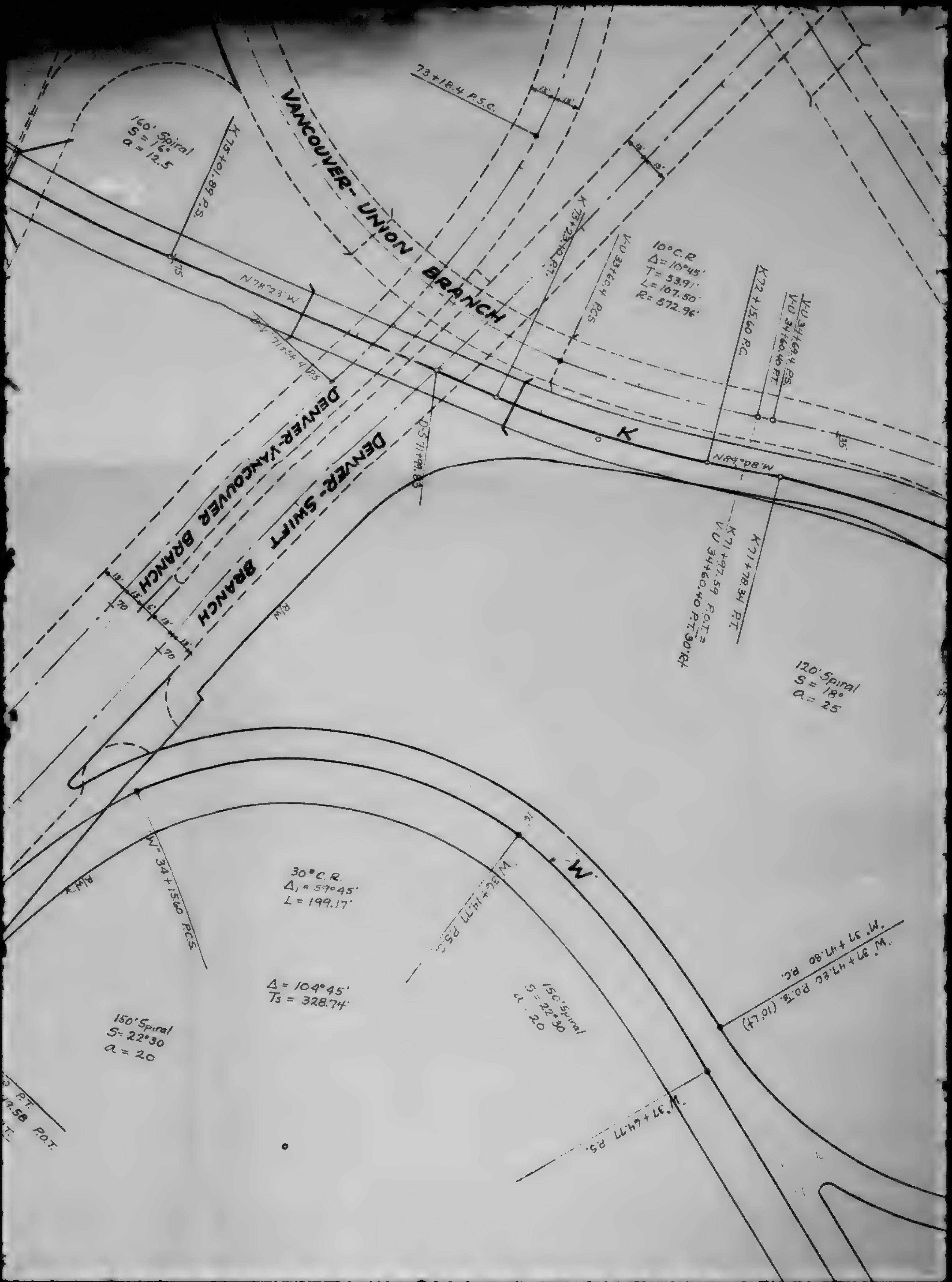

UNION-SWIFT BRANCH
V-U 36+20.1
R/W
U 37+26.65
V-U 37+2
U 37+39.5
K 69+40.01 =
Exist Curb
Exist Curb
14.5'
12.5'
Ex. E.P.
UNION AVE.
County ℄
Exist E.P.
BRIDGETON ROAD
R/W
"M" 40+47.82 P.T. =
"H" 38+49.81 P.O.C.
"L" 40+09.08 =
"U" 40+09.08
+40
16'
16'
Δ = 109°24'22"
T = 100.29'
L = 135.57'
R = 71.0'
"H" 38+13.86 P.C.C.
"H" 37+38.29 P.T.
Ex. E.P.
Edge of Proposed pavement
R/W
Edge of Propose
New ℄
16'

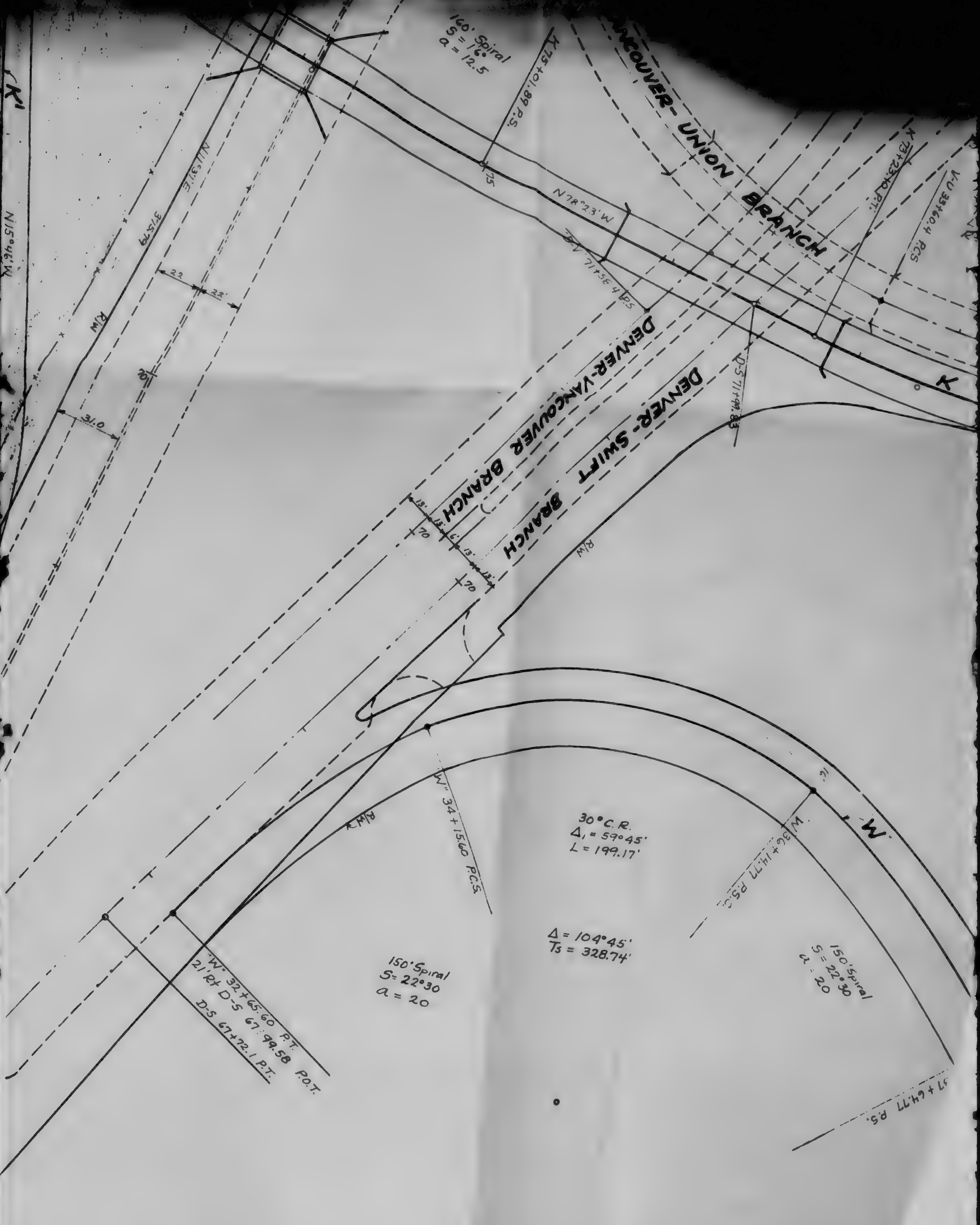

UNION AVE
ROAD
EDGE OF PROPOSED PAVEMENT
EDGE OF PROPOSED PAVEMENT
I


SWIFT BRANCH
R/W
K71+78.34 P.T.
K71+97.59 P.O.T.=
V.U 34+60.40 P.T. 30°Rt
120' Spiral
S = 18°
a = 25
K70+58.34 P.C.S.
D=30°
Δ=45°15'
Ts1=137.21
Ts2=110.21
L=63.33
K69+95.01 P.S.C.
J 37+20.2 P.T.
55' Spiral
S=6°15'
30° C.R.
Δ1 = 59°45'
L = 199.17'
W. 36+14.77 P.S.C.
Δ = 104°45'
Ts = 328.74'
150' Spiral
S = 22°30
a = 20
M. 37+17.80 P.C.
W. 37+47.80 P.O.T. (10' Lt)
W. 37+64.77 P.S.
Δ 90°
T= 191.00'
L= 300.02'
R= 191.00'
"M"
16'
W
R/W
W
22'
16'

OREGON STATE HIGHWAY DE

UNION AVE. — DENVER AVE.


73+18.4 P.S.C.
13' 13'
160' Spiral
S = 16°
a = 12.5
K 75+01.89 P.S.
75
VANCOUVER-UNION BRANCH
K 73+23.10 P.T.
V-U 33+60.4 P.C.S
10°C.R.
Δ= 10°45'
T= 53.91'
L= 107.50'
R= 572.96'
K72+15.60 P.C.
V-U 34+69.4 P.S.
V-U 34+60.40 P.T.
N78°23'W
D-V 71+54.4 P.S.
D-S 71+99.83
K
35
N89°08'W
K71+78.34 P.T.
K71+97.59 P.O.T.=
V-U 34+60.40 P.T. 30'Rt.
DENVER-VANCOUVER BRANCH
DENVER-SWIFT BRANCH
13' 13' 6' 13' 13'
70
70
R/W
R/W
120' Spiral
S = 18°
a = 25
30°C.R.
Δ1 = 59°45'
L = 199.17'
W" 34+15.60 P.C.S
W" 36+14.77 P.S.C
W
Δ = 104°45'
Ts = 328.74'
150' Spiral
S= 22°30
a = 20
150' Spiral
S = 22°30
a = 20
W" 37+47.80 P.C.
W" 37+47.80 P.O.T. (10'Lt)
W" 37+64.77 P.S.
P.T.
9.58 P.O.T.


K'
N15°46'W
160' Spiral
S = 16°
a = 12.5
K 75+01.89 P.S.
75
N11°31'E
3°15'79
R/W
22
22'
70
31.0
N78°23'W
D-V 71+35.4 P.S.
NCOUVER- UNION BRANCH
K 73+23.10 P.T.
V-U 33+60.4 P.C.S.
K
DENVER-VANCOUVER BRANCH
DENVER-SWIFT BRANCH
D-S 71+99.83
13'
13'
6'
13'
13'
70
70
R/W
R/W
"W" 34+15.60 P.C.S.
30° C.R.
Δ1 = 59°45'
L = 199.17'
W 36+14.77 P.S.C.
"W"
71
Δ = 104°45'
Ts = 328.74'
150' Spiral
S = 22°30
a = 20
150' Spiral
S = 22°30
a = 20
"W" 32+65.60 P.T.
21' Rt D-S 67+99.58 P.O.T.
D-S 67+72.1 P.T.
37+64.77 P.S.

6-1050 China Camp-Marsh Sec., Oregon 1953
Coast Hwy.
#3959

6-1050 China Camp-Marsh Sec., Oregon 1953
Coast Hwy.
#3959

RECEIVED
MAY 2 1955
FOR FILING

6-1050
H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION
SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER
3959

files
9

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

April 26, 1955

NOTED
H. B. GLAISYER

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Re: Our Claim 163-55-Cont.
State of Oregon,
Highway Commission
Keith Bros. Contractors

We acknowledge receipt of your letter of April 20th, 1955, bringing to our attention an alleged claim of Coos Bay Dredging Company in the amount of $4,600.00. You report the claim concerns highway Contract No. 3959 for the construction of grading and surfacing on the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

We shall ask our Portland Claim Department to take the matter up with the principal and urge an early disposition of it.

Very truly yours,

George B. Watson
Attorney

GBW:km

cc-Portland Claim Division

RECEIVED
MAY 2 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 25 1955
FOR FILING

April 20, 1955

Coos Bay Dredging Company
P. O. Box 217
Coos Bay, Oregon

Attention: Dorothy Buckingham

Gentlemen:

This is to acknowledge your letter of April 19 in which you state that Keith Bros. owe you $4,600 in connection with their operations on State Highway Contract No. 3959 for grading and surfacing the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

The Maryland Casualty Company, through S. C. Jones & Sons, 232 W. 6th Street, Medford, furnished the Performance Bond for this contract. The contract was completed September 7 and accepted by the Highway Commission September 15, 1954.

Although the six months' period for filing with the Secretary of State following acceptance by the Highway Commission has expired, we are attaching excerpts from the Oregon Laws outlining procedure in relation to claims against contracts.

Your claim will be entered in our records and we will also notify the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

RECEIVED
APR 25 1955
FOR FILING

April 20, 1955

Coos Bay Dredging Company
P. O. Box 217
Coos Bay, Oregon

Attention: Dorothy Buckingham

Gentlemen:

This is to acknowledge your letter of April 19 in which you state that Keith Bros. owe you $4,600 in connection with their operations on State Highway Contract No. 3959 for grading and surfacing the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

The Maryland Casualty Company, through S. C. Jones & Sons, 232 W. 6th Street, Medford, furnished the Performance Bond for this contract. The contract was completed September 7 and accepted by the Highway Commission September 15, 1954.

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Your claim will be entered in our records and we will also notify the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

ENERAL CONTRACTORS

ESTABLISHED 1902
JACK McLEOD, PRESIDENT

READYMIX CONCRETE

COOS BAY DREDGING CO.

RUSHED ROCK • GRAVEL • CRUSHED ROAD GRAVEL • CEMENT • CONCRETE SAND • MASON SAND

OST OFFICE BOX 217

TELEPHONE: CONGRESS 7-2192

COOS BAY, OREGON

April 19, 1955.

REFERRED TO
BY SECRETARY

3959

Oregon State Highway Commission
Salem, Oregon.

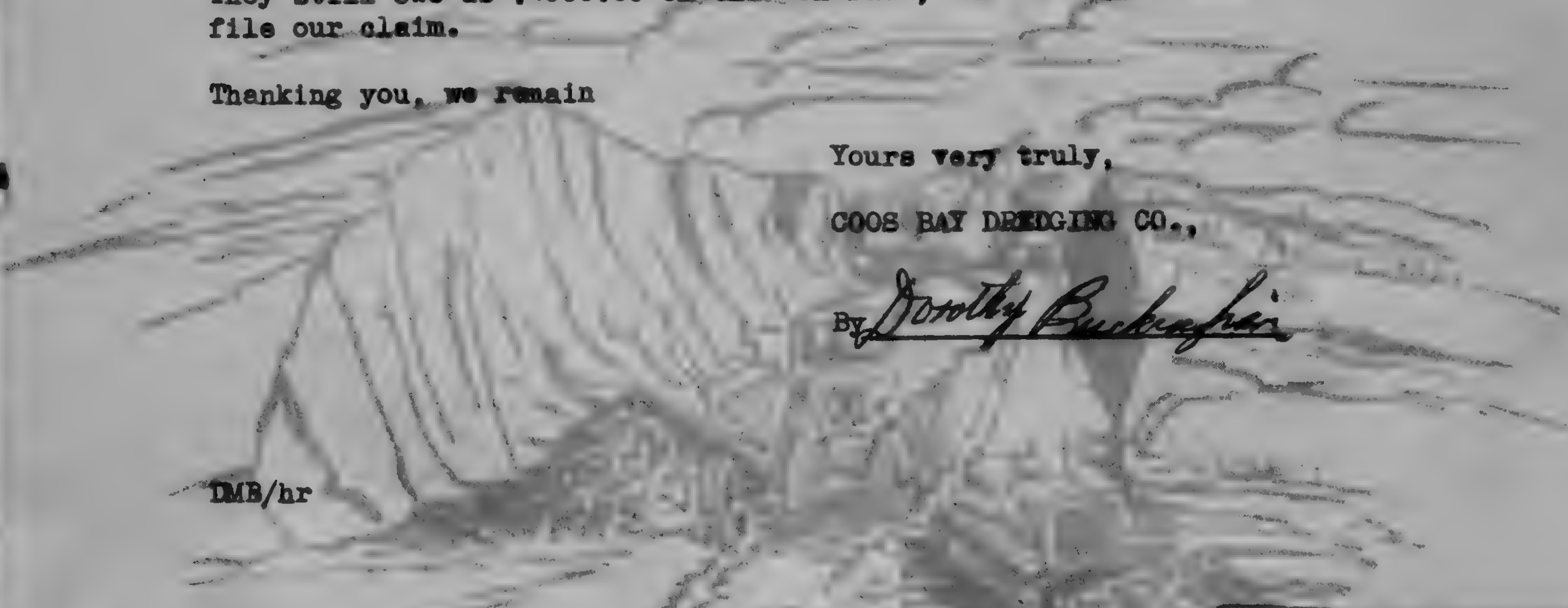
Attention: Mr. H. B. Glaisyer,

Gentlemen:

Would you please advise the name and address of the Company who bonded Keith Bros. on the China Camp project?

They still owe us $4600.00 on the Contract, and we wish to file our claim.

Thanking you, we remain



Yours very truly,

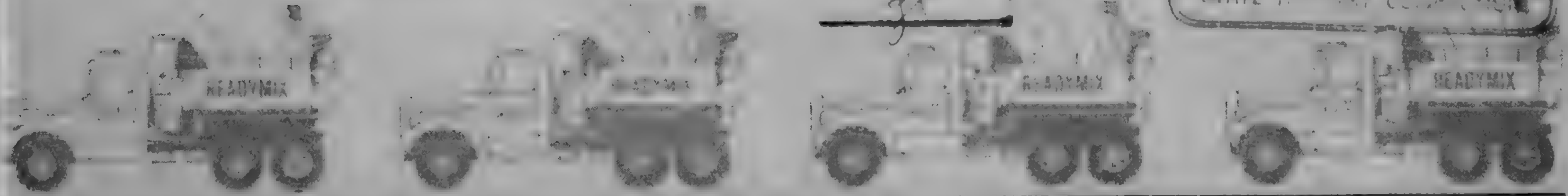
COOS BAY DREDGING CO.,

By Dorothy Buckingham

DMB/hr

RECEIVED
APR 19 1955
STATE HIGHWAY COMMISSION

FILED OR CARD



Lewis

April 20, 1955

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

A letter has been received from Coos Bay Dredging Company stating that Keith Bros. owe them $4,600.00 in connection with Highway Contract No. 3959 awarded to Keith Bros. Construction for grading and surfacing the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Keith Bros. Construction
1025 Barnett Road
Medford, Oregon

S. C. Jones & Sons
232 W. 6th Street
Medford, Oregon

NOTED ON CARD

files 8

RECEIVED
APR 1 1955
FOR FILING

6-1050
H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION
SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER
2151

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

March 31, 1955

Mr. H. B. Glaisyer
Secretary of State
State Highway Department
Salem, Oregon

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

Re: Our Cl. # 163-55-Cont.
Our Bd. # 90-184889
State of Oregon,
Highway Commission
Keith Brothers, Contrs.

We acknowledge receipt of your letter of March 25th, 1955, advising us that the Shell Oil Company has filed claim with the Secretary of State on account if its bill of $1,044.53 due from Baker Paving Company, a subcontractor of our principal, Keith Brothers Construction Company, and in connection with State Highway Contract No. 3959.

We have had no recent reports from our Portland Claim Division and, therefore, don't know just what the attitude of our principal is, but, nevertheless, you may rest assured we shall urge our principal to take what action may be necessary to have the matter resolved as promptly as possible.

Very truly yours,

Geo B. Watson
George B. Watson
Attorney

GBW:km

cc-Portland Claim Division

RECEIVED

RECEIVED
MAR 30 1955
FOR FILING

[illegible]
[illegible]

Lewis

March 25, 1955

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Shell Oil Company against Keith Bros. Construction Co. The claim is in the sum of $1044.53 for petroleum products furnished on State Highway Contract No. 3959 for grading and surfacing the China Camp-Marsh Section of the Oregon Coast Highway in Coos County.

These materials were delivered to Baker Paving Company who acted as contractor to Keith Bros. Construction Co.

We furnish this information as your company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Keith Bros. Construction Co.
1025 Barnett Road
Medford, Oregon

S. C. Jones & Sons
232 W. 6th Street
Medford, Oregon

NOTED ON CARD

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE ATWATER 7321

March 21, 1955

Subject: Oregon State Highway
Contract #3959

REGISTERED - RETURN
RECEIPT REQUESTED

Secretary of State
State Office Building
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Shell Oil Company, has a claim for petroleum products in the sum of $1044.53 against the bond taken from Keith Bros. Construction Co. and Maryland Casualty Co., for the work of grading and paving on Oregon Coast Highway - China Camp Marsh section, Contract #3959.

The above amount covered products delivered to Baker Paving Company, sub-contractor under Keith Bros. Construction Co.

Yours very truly,

P C Hickey
R. E. Forbes
Credit Manager

PCH:VI

cc - Keith Bros.

S. C. Jones & Sons
Agent, Maryland Casualty Co.

S.H. No. 3498.

FILED
MAR 22 1955
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
MAR 22 1955
EARL T. NEWBRY

RECEIVED
MAR 30 1955
FOR FILING

March 25, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

This is to acknowledge your letter of March 23 to which was attached three copies of a claim filed with your office by Shell Oil Company against Keith Bros. Construction Co. The claim is in the sum of $1044.53 against Highway Contract No. 3959, your file No. 3498.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 23, 1955

Mr. H. G. Glaisyer, Secretary
Oregon State Highway
Salem, Oregon

Dear Sir:

We have received and filed as of March 22, 1955 a notice of claim by Shell Oil Company for petroleum products in the sum of $1044.53, against the bond taken from Keith Bros. Construction Co., Principal, and Maryland Casualty Co., Surety, for the work of grading and paving on Oregon Coast Highway - China Camp March section, Contract #3959, our file No. 3498.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

NF:M
Enc.

NOTED ON CARD

files

RECEIVED
MAR 28 1955
FOR FILING

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

6 – H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION

SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

3959

March 24, 1955

NOTED
FLOYD QUERY

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Our Bond No. 90-184889
Oregon State Highway Department
Keith Brothers Contractors

We are pleased to acknowledge receipt of your letter of March 18, 1955 bringing to our attention the claim asserted by Shell Oil Company in the amount of $1,044.53 and allegedly in connection with materials furnished Keith Brothers Contractors on Contract No. 3959 for work on the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

We shall urge our principal to make every effort to get this matter entirely clear as quickly as it can.

Yours very truly,

Geo B Watson
George B. Watson
Attorney

CC: Portland Claim Division

7

RECEIVED
MAR 28 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 21 1955
FOR FILING

6-1158
[illegible]

Fire Lewis 9

March 18, 1955

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

A letter has been received from the Shell Oil Company, 1220 SW Morrison Street, Portland 5, Oregon, advising that they have a claim against Keith Bros. Construction Company in the sum of $1,044.53.

The claim is for petroleum products furnished to Baker Paving Company who acted as sub-contractors under Keith Bros. Construction Company on contract #3959 for work on the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: Maryland Casualty Company
E. C. Jones & Sons, Agents
232 W. 6th Street
Medford, Oregon

cc: Keith Bros. Construction Company
1025 Barnett Road
Medford, Oregon

NOTED ON CARD
JL

RECEIVED
MAR 21 1955
FOR FILING

March 18, 1955

Shell Oil Company
1220 SW Morrison Street
Portland 5
Oregon

ATTENTION: R. H. Forbes
Credit Manager

Dear Sir:

This is to acknowledge your letter of March 16th in which you wrote that you have a claim in the sum of $1,044.53 for petroleum products furnished to Baker Paving Company, subcontractor under Keith Bros. Construction Company, for work on the China Camp Marsh Section of the Oregon Coast Highway, Coos County, our contract #3959.

The contract was completed September 7 and accepted by the Commission September 23, 1954. Final payment was made on December 30, 1954. The Maryland Casualty Company through S. C. Jones & Sons, 232 W. 6th Street, Medford, Oregon, furnished the bond for this contract to assure completion of the project and payment of all bills incurred in it.

If you feel that it might be necessary to protect your claim against the bond for a period longer than six months following completion and acceptance of the job, you should file your claim with the Secretary of State. The six months period will end March 23, 1955. For your convenience in preparing this filing, we have attached an excerpt of the Oregon Laws outlining the necessary procedure.

In the meantime the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach.

NOTED ON CARD
gf

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE ATWATER 7321

March 16, 1955

Subject: Oregon State Highway
Contract #3959

**REGISTERED - RETURN
RECEIPT REQUESTED**

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Shell Oil Company, has a claim for petroleum products in the sum of $1044.53 against the bond taken from Keith Bros. Construction Co., for the work of grading and paving on Oregon Coast Highway - China Camp Marsh section, Contract #3959.

The above amount covered products delivered to Baker Paving Company, sub-contractor under Keith Bros. Construction Co.

Yours very truly,

R. H. Forbes
Credit Manager

PCH:VI

cc - Keith Bros.

S. C. Jones & Sons
Agent, Maryland Casualty Co.

RECEIVED
MAR 17 1955
STATE

REFERRED TO
BY SECRETARY

NOTED ON CARD

file 8

RECEIVED
FEB 14 1955
FOR FILING

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION

SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

[illegible]

21-1

NOTED
FLOYD QUERY

February 10, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Our Bond #90-184889
Oregon State Highway Commission
Keith Brothers Contractors

Thank you very much for your letter of February 4, 1955, bringing to our attention the communication you recently received from Baker Paving Company, Post Office Box #45, Coos Bay, Oregon, and asserting a claim of $692.00.

We shall ask our Portland Claim Division to initiate an investigation, and we shall urge our principal to satisfy whatever liability there may be, if any.

Yours truly,

George B. Watson
Attorney

15

RECEIVED
FEB 14 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 7 1955
FOR FILING

February 4, 1955

contract 3759

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

We have received a letter from Baker Paving Company, Post Office Box 45, Coos Bay, in which they state that Keith Brothers Construction owes them $692.00 for work performed on the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

This information is provided as your company appears as surety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - S. C. Jones & Sons
232 West Sixth Street
Medford, Oregon

Keith Brothers Construction
1025 Barnett Road
Medford, Oregon

RECEIVED
FEB 8 1955
FOR FILING

[illegible]
[illegible]

February 4, 1955

Subcont
5759

Baker Paving Company
Post Office Box 45
Coos Bay, Oregon

Attention: Mr. James L. Baker

Gentlemen:

This is to acknowledge your letter of February 2nd in which you state that Keith Brothers Construction Company owes you the sum of $692.00 for work that you performed on the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

The Maryland Casualty Company through S. C. Jones and Sons, 232 West Sixth Street, Medford, furnished the performance bond on this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it. The contract was completed September 7 and accepted by the State Highway Commission on September 23, 1954. Final payment was mailed to the contractor on December 30, 1954.

To protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, your should file it with the Secretary of State. We have attached excerpts from the Oregon Laws outlining the procedure to prepare such a filing. In the meantime, this claim will be noted in our records and we also will advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

NOTED ON CARD

BAKER PAVING CO.
P. O. BOX 45
COOS BAY, OREGON

Feb 2, 1955

3959

Dear Sirs:

We still have $92.00 coming from Keith Bros Const. Co for work done on the China camp marsh job.

Sincerely
James L Kahn

RECEIVED
1955
OREGON
COMMISSION

FEB 16 1955

February 2, 1955

Mr. Fred K. Klaboe
Resident Highway Engineer
Box 406
North Bend, Oregon

Dear Sir:

This is to advise you that at the meeting of the Highway Commission January 19, 1955, an increase in project authorization of $10,000.00 was approved on China Camp Marsh Section in Coos County, Contract No. 3252.

The present construction authorization is $97,313.50.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: Tom Edwards

DGP:bb

9

RECEIVED
JAN 26 1955
FOR FILING

[illegible]
[illegible]

January 25, 1955

Baker Paving Co.
Post Office Box 45
Coos Bay, Oregon

Attention: Mr. James L. Baker

Gentlemen:

The Maryland Casualty Company through their agent, S. C. Jones and Sons, 232 West Sixth Street, Medford, furnished the performance bond for Keith Bros. Construction on Contract No. 3959 which was for grading and surfacing the China Camp Marsh Section of the Oregon Coast Highway in Coos County. This contract was completed September 7 and accepted by the Highway Commission September 23, 1954. Final payment was mailed to the contractor on December 30, 1954.

If you have a claim against this contract, will you please let us know the details so that we may enter them in our records.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

BAKER PAVING CO.
P. O. BOX 45
COOS BAY, OREGON

Oregon State Highway Comm
Salem, Oregon

3959

Dear Sirs

Would you please send me the name and address of the Bonding company for Keith Bros on the [illegible] job in Coos County.

Sincerely
James S Baker

RECEIVED
JAN [illegible] 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO [illegible]
BY SECRETARY

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Geology And Soils Section
Project Base Design

Section China Camp   Highway Oregon Coast   ADT Trucks
County Coos   Prefix   Date 1-5-55   Res. Engr. F. Kl[illegible]o
Length of Project 1.47 Miles.   Station 696+25   To Station 7[illegible]

DETAIL OF BASE COURSES AND WEARING SURFACE, in inches

Station to Station	Equivalent Surfacing In Place On Road	Select Subgrade Material	Topping Material	Base Material	Leveling Course	Wearing Surface	Total Base etc. and Wear. Surface	Design Classif. of Traffic
696+25 - 770+00	(1) 12					3½	15½	VH
770+00 - [illegible]				(2) Variable	1½	3½	15½	VH

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	% Pass. 40 Screen	% Abrasion Loss	% Sodium Sulphate Loss	Asphalt Stripping	L.L.	P.I.	To be used for
"The material to be used in the construction of the stone base shall be obtained from such source or sources of suitable rock or gravel as the contractor may elect to use."										

REMARKS

(1) Surfacing in place consists of the following (which is considered equivalent to 12" base) 1½ of O-11, 7" of base, and 12" select subgrade (total 20½").

(2) Base and level required to take sag out of roadway.

OK

cc Deputy State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Soils Engineer
Recommended by Construction Engineer
Recommended by Engineer of Materials
Approved by Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Geology And Soils Section
Summary of Base Design Data

Section: China Camp
Highway: Oregon Coast
Traffic ADT Trucks:
Total:
County: Coos
Design Classif.: VH
Length of Project: 1.47 Miles, Station: 606+2[illegible]
To Station: 773+50
Res. Eng'r.: F. Klaboe
Prefix:

STATION	Rt.	℄	Lt.	Depth of Sample	% Pass 200 Screen	L.L.	P.I.	"R" Value	% Silt.	Base and Wearing Surface Inches	Safety Factor Inches	Total Base and Wear. Surf. Inches	Remarks
705			20	bank 4' above ditch	73	40	15	46	49	13	2½	15½	VH

RECEIVED
FOR FILING
6-10-55

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 29, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3959	12-Final	Keith Brothers Construction	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
26696	R-111802	$ 3,766.82	12/29/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 30, 1953

Time Extensions: to Sept. 15, 1954 without penalty

Completion Date: Sept. 7, 1954

Date Accepted: Sept. 23, 1954

Penalties: None of record

Claims: One claim is on record filed by Enlund Equip.Co. in sum of $592.88, Surety has been notified.

Remarks:

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

2

RECEIVED
DEC 22 1954
FOR FILING

6-1-55

3957

December 21, 1954

Oregon State Highway Commission

Gentlemen:

On the China Camp Marsh Section of US101 we will have a project overrun of approximately $10,000 almost entirely due to subsidence of the swampy area, which resulted in a material overrun of excavation quantities with resultant increase in overhaul.

Your approval is respectfully requested for an increase of project authorization in the amount of $10,000 on Contract No. 3959.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me fp

RECEIVED
DEC 17 1954
FOR FILING

6-1132
3151

December 17, 1954

REGISTERED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway contract No. 3959 for work performed on the China Camp Marsh Section of the Oregon Coast Highway in Coos County was completed by the contractor, Keith Bros. Construction, on September 7, 1954, and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $3,766.82 will be released to the contractor on or after December 27, 1954. The total contract amount is $85,629.84, of which amount $58.54 represents force account items.

A claim has been filed against this contract by the Enlund Equipment Company concerning which we have previously written to you.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Maryland Casualty Company
S. C. Jones & Sons
232 W. 6th Street
Medford, Oregon

noted on card
DC

Lewis

RECEIVED
NOV 20 1954
FOR FILING

6-1059
3

November 18, 1954

Maryland Casualty Co.
Baltimore3, Maryland

Gentlemen:

A letter dated November 16th has been received from Enlund Equipment Co. , P. O. Box 636, Coquille, Oregon, in which they state that Keith Bros. owes them $592.88 for merchandise delivered on State Highway contract #3959.

This contract was awarded to Keith Bros. Construction for grading and surfacing the China Camp Marsh Section over the Oregon Coast Highway in Coos County.

We provide this information as your Co. appears as Surety on the Performance Bond furnished with Contract # 3959.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

cc S. C. Jones & Sons
232 W. 6th St.
Medford, Oregon

cc Keith Bros. Construction
1025 Barnett Road
Medford, Oregon

11-18-54

RECEIVED
NOV 20 1954
FOR FILING

November 18, 1954

Enlund Equipment Co.
P. O. Box 636
Coquille, Oregon

ATTENTION: Walter Enlund

Dear Mr. Enlund:

This is to acknowledge your letter of November 16th, stating that Keith Bros. owe you $592.88 for merchandise delivered to them on the China Camp job.

This claim apparantely pertains to our contract #3959 awarded to Keith Bros. Construction for grading and surfacing the China Camp Marsh Section of the Oregon Coast Highway, Coos County.

The Maryland Casualty Company through S. C. Jones & Sons, 232 W. 6th St., Medford, Oregon furnished the Performance Bond for this project. The Bond is given to issue satisfactory completion of the contract, and payment of all bills incurred on it.

A semi-final payment in excess of $8,000.00 will be sent to Keith Bros. Construction after November 26, 1954. This contract was completed September 7, and accepted by the Highway Commission on September 23, 1954. If you feel that it is necessary to protect your claim for a period longer than six months following acceptance of the contract, it is suggested that you file your claim with the Secretary of State. For your convenience in the event that you wish to file this claim, we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records. We will advise the contractor and the Surety that it has been received.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

NOTED ON CARD
11-18-54

ENLUND EQUIPMENT CO.

LOGGING, SAWMILL AND INDUSTRIAL SUPPLIES

P. O. BOX 636 TELEPHONE 3401

COQUILLE, OREGON

November 16, 1954

Mr. H. B. Glaisyer
Secretary of State Highway Commission
State Highway Office
Salem, Oregon

Dear Sir:

We are enclosing a statement showing a balance due us of $592.88 for merchandise we delivered to Keith Brothers on the China Camp Job above Powers, Oregon.

We have mailed statements to Keith Brothers and have been promised a check from them in full of the above amount.

We would appreciate it very much if you would withhold the above amount from their final settlement and remit to us to clean up this balance.

Thanking you for this favor, we remain.

Yours very truly,

Walter Enlund

WE/b

REFERRED TO
BY SECRETARY

11-16-54

Ewers

ENLUND EQUIPMENT COMPANY

P. O. Box 636
COQUILLE, OREGON

Phone Coquille
3401

Phone Gold Beach
1121

Keith Brothers
1025 Garnet Road
Medford, Oregon

RMS: 2% 10TH PROX.

PLEASE DETACH AND RETURN THIS STUB WITH REMITTANCE

ATE	INVOICE NO.	CHARGES	CREDITS	BALANCE
			BALANCE FORWARD	
.4 .4	[illegible]	[illegible]		[illegible]
1 .4	[illegible]	[illegible]		[illegible]
10 .4	[illegible]	[illegible]		[illegible]
5 [illegible]	[illegible]		[illegible]	[illegible]
1 .4	[illegible]	[illegible]		
3 .4	[illegible]	[illegible]		
9 .4	[illegible]	[illegible]		
2 .4	[illegible]	[illegible]		
6 .4	[illegible]	[illegible]		
19 .4	[illegible]	[illegible]		
19 .4	[illegible]	[illegible]		
15 .4	[illegible]	[illegible]		
[illegible] .4	[illegible]	[illegible]		
25 .4	[illegible]	[illegible]		[illegible]
9 .4	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]
30 .4	[illegible]	[illegible]		[illegible]
29 [illegible]	[illegible]			[illegible]
16 .4	[illegible]	[illegible]		
4 .4	[illegible]	[illegible]		
9 .4	[illegible]	[illegible]		[illegible]
19 .4	[illegible]	[illegible]		[illegible]
3 .4	[illegible]	[illegible]		[illegible]
51 .4	[illegible]	[illegible]		[illegible]

THE LAST AMOUNT IN THIS COLUMN IS YOUR BALANCE

---

r 10th
action
China
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h, and
23, 1954.
nes & Sons,
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s a claim
and nature
and advise

urs,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

noted, gl

ECEIVED
DEC 8 - 1954
FOR FILING

[illegible]
[illegible]

- Jones -

November 16, 1954

Woodward & Son & Barklaw
Box 38
Arago, Oregon

Dear Sirs:

This is in reply to your letter of November 10th concerning money owed you by Keith Bros. Construction on Contract No. 3959 for grading and surfacing the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

This contract was completed September 7th, and accepted by the Highway Commission on September 23, 1954. The Maryland Casualty Company, through S. C. Jones & Sons, 232 W. 6th St., Medford, Oregon, furnished the performance bond for this contract. If you wish to protect your claim for a period longer than six months following the acceptance of this contract, it is suggested that you file your claim with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the procedure necessary in preparing such a file.

We are advised that a payment in excess of $8,000.00 will be mailed to the contractor within a few days.

If you would like to have us consider this as a claim against the contract, please let us know the amount and nature of the claim. We will then enter it in our records and advise the Surety that it has been received.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

noted gl

Contract #3959 — Accepted 9/13/54 by Comm.
Maryland Casualty Co.
Cont — S.C. Jones & Sons
232 [illegible] Medford
[illegible]
#8,368.14
[illegible]-54

Floyd 11/12/54

Est. #11 amount of $8,368.14 should be mailed in a few days according to Doug P

CEC

ago Ore.

10-1954

Commission

material and equipment to [illegible] Bros. Medford Ore. who were doing contract work for the Ore. State Highway Commission near Coquille Ore. project. China creek, Highway 101 Coos County, we finished our work for them Aug. 28-54 and have not received any payment from them. Will you please advise us if The Keith Bros. have received payment for this contract and also the name and address of their Bonding Company.

Yours Truly.

Woodward & Son & Barklow.
W. M. Woodward.
Drago Ore.
Box 38

RECEIVED
[illegible] 1954
STAT[illegible]

Contract #3959 ; [illegible] by comm 9/[illegible]/5[illegible]
[illegible] Security Co.
Agent — S[illegible] & Sons
222 [illegible] Medford

Arago Ore.
Mar. 10-1954

Sec. of State Highway Commission
Salem Ore.

Dear Sir

We furnished material and equipment to Keith Bros Medford Ore. who were doing contract work for the Ore State Highway commission near Coquille Ore. project. china creek, Highway 101 Coos County, we finished our work for them Aug. 28-54 and have not received any payment from them. Will you please advise us if the Keith Bros. have received payment for this contract and also the name and address of their Bonding Company.

Yours Truly.

Woodward & Son & Barklow.
W. M. Woodward.
Arago Ore.
Box 38

RECEIVED
[illegible] 1954
STAT[illegible] COMMISSION

RECEIVED
NOV 16 1954
FOR FILING

November 15, 1954

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to [illegible]. Construction on contract No. 3959, covering grading and surfacing on the China Camp Marsh Section of the Oregon Coast Highway in Coos County. This payment, in the amount of $[illegible],368.14 will be released to the contractor on or after November 26, 1954. The retained percentage is $2,531.[illegible]5.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Maryland Casualty Company
[illegible] C. Jones & Sons
232 [illegible]. 6th St.
Medford, Oregon

NOTED ON CARD
11-15-54

RECEIVED
OCT 8 - 1954
FOR FILING

G 1050

~~[illegible]~~

October 7, 1954

Keith Bros. Construction
1025 Garnett Road
Medford, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 23, 1954 had under discussion your request for an extension of time, from July 31 to September 15, 1954, within which to complete your contract No. 3959 covering the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible]

Secretary

gl

cc: Tom Edwards,
Division Engineer

Fred K. Klaboe
Resident Engineer

[illegible] G. Smith,
Construction Engineer

RECEIVED
OCT 8 - 1954
FOR FILING

G-1050

October 7, 1954

Keith Bros. Construction
1325 Barnett Road
Medford, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 23, 1954 had under discussion your request for an extension of time, from July 31 to September 15, 1954, within which to complete your contract No. 3959 covering the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards.
Division Engineer

Fred R. Klaboe
Resident Engineer

[illegible]. G. Smith,
Construction Engineer

Final Report

rm E-1—

6-1050

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 2, 19 54

ection Chin. Camp Marsh

Kind of work Grade and oil

ighway Oregon Coast

Section prefix 6-1050

ontractor Keith Bros. Construction

Contract number 3959

ate of contract June 25, 19 53

Date of completion Sept. 30, 19 53

ate work started August 7, 19 53

Estimated date of completion Sept. 7, 19 54

Proj. Auth. Excl. of Eng'r. ~~Amount of contract~~ $ 81,104.54

Per cent of time elapsed project complete %

stimated cost of completed project, exclusive of engineering $ 85,214.57

er cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 8358.58, 135 %

Date project was completed Sept. 7, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi final has been now worked up.

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

Signed Reed S Klobe

Address North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	[illegible]	PAVING
iles in project	0.57	0.57			0.57
iles partially completed	"	"			"
iles completed	"	"			"
otal estimated quantities	67,155.3	3703		aggregate oil	535 37.331
stimated quantities moved or placed to date	"	"			"
verage daily quantities		PROJECT COMPLETED			
verage daily quantities necessary to complete project on time					
umber shifts per day					
ours per shift					
verage force on project for week					

ercentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
n and tractors							

quipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	2		
Thursday	"		
Friday	"		
Saturday			

State Printing

RECEIVED
SEP 20 1954
FOR FILING

September 17, 1954

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to Keith Bros. Construction a portion of the funds heretofore retained by the Commission on contract No. 3959, covering China Camp Marsh Section of the Oregon Coast Highway in Coos County.

This payment in the amount of $13,347.67 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,273.04. The present payment will be released on or after September 27, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Maryland Casualty Co.
S. C. Jones & Sons, Agents
232 West 6th St.
Medford, Oregon

ED ON CARD
9-17-54

RECEIVED
AUG 24 1954
FOR FILING

19

August 23, 1954

Request for extension of time
No. 4
September 23 and 24

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Keith Brothers Construction Company for an extension of time on the China Camp Marsh Section, Oregon Coast Highway, Contract No. 3939, from July 31, 1954 to September 15, 1954.

This project consisted of construction of a fill across the China Camp Marsh and extreme difficulty was had in stabilizing the fill. The majority of the material in the fill secured from slide areas adjacent to the project, and was extremely wet and unworkable in the early part of the season. The Engineer requested that the work be delayed until such time as the water content was sufficiently reduced to permit adequate compaction of the fill area.

The overrun was caused primarily by the decision of the Engineer, and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

Attachment

RECEIVED
AUG 4
FOR FILING

August 23, 1954

Request for extension of time
No. 4
September 23 and 24

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Keith Brothers Construction Company for an extension of time on the China Camp Marsh Section, Oregon Coast Highway, Contract No. 3759, from July 31, 1954 to September 15, 1954.

This project consisted of construction of a fill across the China Camp Marsh and extreme difficulty was had in stabilizing the fill. The majority of the material in the fill secured from slide areas adjacent to the project, and was extremely wet and unworkable in the early part of the season. The engineer requested that the work be delayed until such time as the water content was sufficiently reduced to permit adequate compaction of the fill area.

The overrun was caused primarily by the decision of the engineer, and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

Attachment

RECEIVED
DEC 30 1953
FOR FILING

December 30, 1953

Keith Bros. Construction
1025 Barnett Road
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from November 14, 1953 to July 31, 1954 within which to complete your contract No. 3959, for grading and surfacing on the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: Tom Edwards,
Division Engineer

C. C. Gall,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING

6-1

3959

November 24, 1953

Request for extension of time
No. 18
December 10 and 11 Meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Smith Brothers Construction Company for an extension of time on the China Camp Marsh Section of the Oregon Coast Highway, Contract No. 3959, from November 15, 1953 to July 31, 1954.

This project is being constructed on an extremely unstable foundation, and as the fill was constructed the amount of settlement appearing indicated that the project should set through a winter season in order that full compaction might be obtained.

Because it was due to the Department's request that this overrun occurred, I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP: fp

RECEIVED
NOV 19 1953
FOR FILING

November 17, 1953

Keith Bros. Construction
1025 Barnett Road
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from September 30 to November 14, 1953 within which to complete your contract No. 3959, for grading and surfacing on the China Camp Marsh Section of the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

C. C. Gall,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT [illegible] 1953
FOR FILING

6-14
3959

October 23, 1953

Request for extension of time
No. 26
October 29 and 30 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Keith Brothers for an extension of time on the China Camp Marsh Section of the Oregon Coast Highway, Contract No. 3959, from September 30, 1953 to November 14, 1953.

After the contract was extended, the design of the box culvert had to be revised and, moreover, the Department controlled the placing of the fill area in order to prevent displacement of the adjacent bridge. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS lg

RECEIVED
3
FOR FILING

[illegible]

[illegible]

October 1, 1953

Mr. Ben R. Chandler, Chairman
State Highway Commission
Post Office Box 809
Coos Bay, Oregon

Dear Mr. Chandler:

At the last meeting you mentioned slow progress being made on the China Camp Creek Marsh fill and asked that we attempt to expedite the progress of the contractor. I have had this matter carefully investigated and from the information I have obtained it does not appear that we can hurry up the placement of this fill without materially endangering the stability of the embankment.

To successfully fill across a swamp of this nature it is necessary to place the load upon the swamp very slowly, so that the water can be forced out from underneath the fill without creating a hydrostatic head and causing the fill to move laterally. We had originally contemplated the placing of this fill over a period of two years; that is, placing the base of the fill the first year and bringing the remainder of the fill to grade the second year. However, when the slide occurred in the cut at the north end of the job, with the resultant large amount of material available, it was decided to take a calculated risk and attempt to complete the job this year.

It is true that the contractor did not start the work as soon as he should have, but since he has started the material is being placed about as fast as it can be safely done. Should we speed up the filling we are apt to cause lateral displacement to such an extent that the bridge would be disturbed and the over-all effectiveness of the project endangered.

The contractor now has about two-thirds of the embankment in place and the box culvert is practically completed. The Division Engineer will make another inspection of the project this week to determine whether the job can be expedited without danger.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

FORM E-30 27,900 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to the progress made by Keith Bros. on their construction on the China Camp Marsh Section, I wish to advise that since actually starting work the contractors have made as rapid progress as is desirable in filling across the marsh.

The China Camp Marsh fill in lieu of a bridge was undertaken with considerable uncertainty, since an attempt had been made to fill one end of the bridge many years ago, but it was felt that the fill could probably made without disturbing the railroad by spreading the work over three years. We contemplated placing the base at the time of the original grading, placing the second lift the second year and finally completing the job the third year, but when the slide occurred in the cut at the north end of the job and a considerable amount of material was available, it was decided to take a calculated risk and complete the job this year.

To succesfully fill across the swamp it was necessary to place the load upon the swamp very slowly so that the water could be forced out from underneath the fill without creating a hydrostatic head and cause the fill to flow laterally. When the base was placed two years ago, during the final stage of the filling the bridge began to move laterally so that considerable danger was to be anticipated about disturbing the bridge if the job was entirely completed at this time, and consequently we did not wish the contractors to hurriedly rush the material into the fill and were very well satisfied that they had only a small organization to do this filling, because once the fill begins to settle and displace, it then takes a vast amount of material to accomplish results. Unquestionably the rapidity of the work at Wocus Marsh is one of the reasons why it was necessary to use such an excessive quantity of material, and had the work been done by a small contractor with limited equipment, it is very probable that a much less amount of fill material would have been needed.

The contractors now have the major portion of the fill in, with their culvert practically completed and the base prepared for the additional cattle passes, so that they should be able to complete the fill as rapidly as possible without endangering the bridge or starting undue settlement of the fill. Mr. Morgan will make an inspection of the job this week to see if it cannot be expedited, but except for some delay in starting, I think the contractors have carried out the work in an ideal manner with respect to the stability of the fill.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
SEP 29 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL [illegible] 1953
FOR FILING

6-18 10

3959

July 24, 1953

Keith Bros. Construction
1025 Barnett Road
Medford
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No.3959, which was awarded to you on June 25, 1953 by the State Highway Commission, covering grading and oil mat surfacing on the China Camp Marsh Section of the Oregon Coast Highway in Coos County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Keith Bros. Construction Co.
1025 Barnett Road
Medford, Oregon

Gentlemen:

The State Highway Commission on June 25, 1953, awarded to you State Highway Contract No. 3959 for grading and oil mat surfacing on the China Camp Marsh section of the Oregon Coast Highway in Coos County. This award was based on your bid of $70,612.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.
cc H.G. Smith
S.H. Probert
W.M. Franzwa

306-1708 Empire (Michigan Ave.) Pav. 1953
Proj.

#3960

RECEIVED
DEC 2 - 1954
FOR FILING

December 1, 1954

White, Sutherland and Parks
Attorneys and Couselors at Law
1100 Jackson Tower
Portland 5, Oregon

ATTENTION: Richard J. Brownstein

Dear Mr. Brownstein:

This is in reply to your letter of November 30th concerning the claim of Mr. Howard R. Williams against Baker Paving Co.

Our contract No. 3960 for paving Michigan Ave. in the town of Empire was awarded to Porter W. Yett, 6500 N. E. Ainsworth St., Portland 13, Oregon on June 25, 1953, was completed September 28th and was accepted by the Highway Commission on October 29, 1953. We have no record of Baker Paving Co. acting as a subcontractor on this job.

Baker Paving Co. has been awarded contract No. 3912 for reoiling in Josephine, Lane and Douglas Counties. This project was awarded April 9, completed September 8, and accepted by the Highway Commission on September 24, 1953. Also, they were awarded contract No. 4257 for shoulder oiling on the Hauser-Coos Bay Section on the Oregon Coast Highway in Coos County. However, this contract was awarded on August 10, 1954 and completed September 30th, which appears to be a year later than the dates in which you are interested.

Although we have no record of Baker Paving Co. as a subcontractor on contract No. 3960, it is possible that they may have hauled asphalt for Mr. Yett without being listed as subcontractor. We regret that we cannot identify the claim that you mention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

THOMAS J. WHITE
WILLIAM F. WHITE
NORMAN E. SUTHERLAND
ALEX L. PARKS
RICHARD J. BROWNSTEIN
GORDON W. SMITH

WHITE, SUTHERLAND AND PARKS
ATTORNEYS AND COUNSELORS AT LAW
1100 JACKSON TOWER
PORTLAND 5, OREGON
BROADWAY 0537

November 30, 1954

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Cottrell ✓

Dear Sir:

We have been informed by R. H. Erickson, City Engineer of the city of Empire, Oregon, that James L. Baker, doing business as the Baker Paving Company, performed certain tasks in connection with the contract performed for the city of Empire by Mr. Porter W. Yett during the months June through September, 1953.

3960

This firm represents Howard R. Williams, Inc., a motor carrier. During the period last mentioned our client moved road oil and liquid asphalt for the Baker Paving Company to the city of Coos Bay and Empire, for which hauls our client has not yet been paid. Thus, we are interested in your informing us as to whether any of the products mentioned were used in connection with a highway contract between the state or any sub-division thereof and Porter W. Yett which might be secured by an undertaking furnished by Porter W. Yett.

Your cooperation is very much appreciated.

RECEIVED
1954

Very truly yours,

WHITE, SUTHERLAND AND PARKS

RJB:md

By

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 13, 1953

(CONTRACT NO.) 306-1705 ‖	(EST. NO.)	(CONTRACTOR)
3960	2-final	PORTER W. YETT

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22373	R-80541	$ 500.00	11/12/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

a a Wicklander
ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Sep. 28, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

a a Wicklander

RECEIVED
[illegible]
FOR FILING

[illegible]

November 3, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3960 for paving on the Empire (Michigan Avenue) City Street Section in Coos County was completed by the contractor, Porter W. Yett, on September 28 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of $500.00 will be released to the contractor on or after November 13, 1953, The total contract amount is $11,171.67 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
11-3-53

RECEIVED
FOR FILING

[illegible]

3960

October 13, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett in connection with contract No. 3960, for paving on the Empire (Michigan Ave.) City Street Section in Coos County.

This payment, in the amount of $10,671.67, will be released to the contractor on or after October 23, 1953. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

10-13-53 gl

Form E-1—10M—11-51

306-1700

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 2,1953 19

Section Empire (Michigan Avenue)

Kind of work Paving

Highway City Street

Section prefix 306-1700

Contractor Porter W. Yett

Contract number 3960

Date of contract June 25,1953 19

Date of completion Sept 30,1953 19

Date work started Sept.14,1953 19

Estimated date of completion Sept 28,1953 19

Project Auth. Exclu. of Engr. $ 11,950.62

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 11,171.67

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 500 , 55 %

Date project was completed Sept. 28 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

3 trucks completed hauling of shoulder material on Monday, also bladed and rolled shoulders and cleaned up. This job is complete.

Semi-final submitted 10/2/53.

NOTED

FORREST CO

RECEIVED
OCT 5 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed C C Gale

Address Box 496, North Bend,Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.27			0.27
Miles partially completed		all			all
Miles completed		"			"
Total estimated quantities		495			574
Estimated quantities moved or placed to date		495			574
Average daily quantities		90			none
Average daily quantities necessary to complete project on time		Project Completed			
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons	3						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	"		
Wednesday	Rain		
Thursday	"		
Friday	Fair		
Saturday	"		

State Printing 53362

RECEIVED
JUL [illegible] 1953
FOR FILING

[illegible]

[illegible]

July 24, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission on June 25, 1953, as follows:

Contract No. 3960, for paving on the Empire (Michigan Avenue) Section in Coos County.

Contract No. 3961, for paving on the Myrtle Point (Ash, 2nd & 3rd Streets) Section in Coos County.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

NOTED
J. W. CATTRALL

July 1, 1953

NOTED
Harold C. Ayers

Mrs. Ada Holden
City Recorder
Empire, Oregon

Dear Madam:

On June 25, 1953, the State Highway Commission awarded Contract #3960 to Porter W. Yett for paving on Michigan Avenue in Empire. The estimated total cost of the project based on this bid is as follows:

Contract Items	$11,436.00
12-1/2% Engineering and Contingencies	1,429.50
Survey	450.00
Total------	$13,315.50

Enclosed for your information is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

RECEIVED
JUN 30 1953
FOR FILING

[illegible]

[illegible]

June 29, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth Ave.
Portland, Oregon

Dear Mr. Yett:

The State Highway Commission on June 25, 1953 awarded to you State Highway Contract No. 3960 for paving on the Empire (Michigan Avenue) Section of the Paving Project in Coos County. This award was based on your bid of $4,436.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc H. G. Smith
S.H. Probert
W.M. Franzwa

RECEIVED
FOR FILING

306-1708

3960

REFERRED TO
Williams
By State Highway Engineer

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1953

SUBJECT: Improvement of street projects
in Empire and Myrtle Point 306-1709
3961

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

I have received your letter of May 27, 1953, with which was enclosed a copy of Mr. Williams' memorandum to you, and wherein you request that a resolution be prepared for adoption by the Commission at its next meeting confirming action to be taken at this time, whereby the State would enter into a negotiated contract with Porter Yett for the improvement of city streets in Empire and Myrtle Point.

As pointed out in Mr. Williams' memorandum, the bids submitted by Mr. Yett for these two jobs were determined by the Commission at its May meeting to be too high, and the Commission rejected both of these bids at the May meeting.

I realize that Porter Yett was the only bidder on both of these jobs, and that it is very questionable as to whether or not we can interest other parties, and that in so far as the practical aspects of the matter are concerned, it would apparently result in no better bid being received by a subsequent call for bids for these two projects, and that it is desirable to expedite the construction of these two projects by negotiating a contract with Mr. Yett at this time on the basis of his reduced bid, which would be within the allowable percentage increase over the Engineer's estimate.

However, we are governed by the express language of the statutes with respect to the awarding of contracts, and I respectfully invite your attention to O. C. L. A., § 100-115 (28), wherein the statute requires that the Commission "Let all contracts for the construction, maintenance, operation, improvement or betterment of highways to the lowest and best responsible bidder, determined as a result of a call for competitive bids".

This same paragraph of the statute further provides "if no satisfactory bid is received, new bids may be called for or the work may be done without letting to contract." Thus, by the very language of the statute, if a bid is found to be unsatisfactory, the Commission has only two alternatives; first, to call for new bids, or second, to perform the work without entering into a contract therefor.

By the subsequent language contained in this same paragraph of the statute, and referring to other, but allied matters, it clearly appears that the only manner in which the work might be performed without letting to contract is either by day labor or by the Commission's own forces, in either of which events, the Highway Engineer is held responsible for the economical prosecution and accomplishments of the work.

It is my opinion that the Highway Commission is prohibited by the language of this statute from entering into contracts with Porter Yett by negotiation for the construction of either of these two city street projects, and I recommend that bids be called for the first meeting to be held in June, and for the purpose of expediency, to call for these bids at such time as to coincide with the first day of the June Commission trip, and the Commission could hold a short meeting at that time for the purpose of awarding the contracts.

Yours very truly,

CW Enfield

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - W. C. Williams
H. B. Glaisyer
S. H. Probert

RECEIVED
MAY [illegible] 1953
FOR FILING

Fin. & Stat.
Allocation
Cities

Salem, Oregon
May 27, 1953

City street projects in Empire
and Myrtle Point

Mr. C. W. Enfield

Herewith copy of Mr. Williams' letter. The Highway Commission has approved it. Will you please prepare the necessary resolutions for confirmation of their action at the next Commission meeting.

R. H. Baldock

RHB:hi
cc Mr. Glaisyer

Salem, Oregon
May 27, 1953

City street projects in Empire
and Myrtle Point

Mr. S. H. Probert

Herewith copy of a letter from Mr. Williams. The Highway Commission has approved this negotiated award. Please make up the forms and send them to Mr. Enfield for approval.

R. H. Baldock

RHB:hi
Encl.
cc Mr. Enfield
Mr. Glaisyer

RECEIVED
MAY 26 1953
FOR FILING

Salem, Oregon
May 25, 1953

MEMORANDUM TO

Mr. R. H. Baldock:

You will remember at the last Commission meeting bids for improvement of city street projects in Empire and Myrtle Point were rejected as being too high. The estimate for the two projects combined was $22,890, and the total of the bids submitted by Porter Yett for the two projects was $27,676. This represented an overrun of the estimate of $4,786, which is slightly over 20 per cent.

I have discussed this matter verbally with Mr. Yett, and he has given me a tentative agreement that he would reduce his bid on asphaltic concrete from $14.50 per ton on one job and $14.60 per ton on the other job to an amount of $12.00 per ton for each job. This would result in a reduction in the amount of his former bid of $3,580, reducing the total of the bid to $24,096, which is only five per cent over the original estimate.

Inasmuch as Porter Yett was the only bidder on this job and it is questionable whether we can interest other bidders, I would recommend that we enter into a contract with Porter Yett, using all conditions set forth on the projects on which he bid with the exception of the item "Class 'B' Asphaltic Concrete," the price of this item on both jobs to be reduced to $12.00 per ton.

W. C. Williams

WCW:me

10 50
130
040
14 670
1.95

10,50
13,00
2,50

FORM E-30 25M 6-51 49719

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1953

SUBJECT:

To:

MEMORANDUM TO

Mr. R. H. Baldock:

You will remember at the last Commission meeting bids for improvement of city street projects in Empire and Myrtle Point were rejected as being too high. The estimate for the two projects combined was $22,890, and the total of the bids submitted by Porter Yett for the two projects was $27,676. This represented an overrun of the estimate of $4,786, which is slightly over 20 per cent.

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Inasmuch as Porter Yett was the only bidder on this job and it is questionable whether we can interest other bidders, I would recommend that we enter into a contract with Porter Yett, using all conditions set forth on the projects on which he bid with the exception of the item "Class 'B' Asphaltic Concrete," the price of this item on both jobs to be reduced to $12.00 per ton.

W. C. Williams

WCW:me

87 1/2

my trip.
Com. [illegible]

RECEIVED
MAY [illegible] 1953
FOR FILING

356-17[illegible]

3960

May 27, 1953

Ada Holden, City Recorder
City Hall
Empire, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Empire covering the improvement of Michigan Avenue from Broadway to Main Street, a distance of approximately 0.29 mile, in connection with the Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

NOTED
J. W. CATTRALL

CITY OF EMPIRE
OFFICE OF
CITY RECORDER

EMPIRE, OREGON

April 24,1953.

NOTED
Harold C. Ayers

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. Harold C. Ayers,
Field Engineer,
County and City Relations.

Dear Sir:

This letter is not as prompt as I had hoped it to be. Due to the sudden death of the manager of the company from whom we were sure we would get a bid for the Michigan Avenue work, Mr. Erichsen, City Engineer, felt he had to be sure that, if necessary, he can get the work done by force account.

Mr. Erichsen has now asked me to write you that he can have the work done on of about June 1st, 1953.

Very truly yours,

Ada Holden
City Recorder
Empire, Oregon.

7 1953

NOTED
J. W. CATTRALL

December 8, 1952

NOTED
Harold C. Ayres

Mrs. Ada Holden
City Recorder
Empire, Oregon

Dear Madam:

This will acknowledge receipt of your letter of December 4, 1952, in which you state that the City will be able and willing to assume the cost over and above $15,000 for the project on Michigan Avenue.

The project in Empire, along with others, will be submitted early in 1953 to the Oregon State Highway Commission for their consideration. As soon as possible thereafter you will be notified of their action.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

HCA:[illegible]

CITY OF EMPIRE
OFFICE OF
CITY RECORDER

EMPIRE, OREGON
December 4, 1952.

State Highway Commission,
Salem, Oregon,
Office of John W. Cabrall, Engineer,
County and City Relations.

Attention: Harold C. Ayers, ✓
Field Engineer.

Dear Sir:

Prior to this date and by instruction of the City Council, I wrote that the City will assume the cost in excess of $15,000.00 for the paving of Michigan Avenue from Broadway to Maine Street.

We have had some trouble with mail delivery, and since I have received no reply to said letter, I thought perhaps it would be well to repeat it.

Very truly yours,

Ada Holden
City Recorder
Empire, Oregon

RECEIVED
DEC 5 1952
OREGON
STATE HIGHWAY COMMISSION

---

70. 11

main Street
mile

ltic Concrete
base proposed

$ 290.00
2500.00
80.00
180.00
840.00
8710.00
175.00
Cost $ 12,775.00
1596.88
450.00
$ 14,821.88

No. 11

CITY OF EMPIRE
OFFICE OF
CITY RECORDER

EMPIRE, OREGON

NOTED
Harold C. Ayers

October 16,1952

State Highway Commission,
Salem, Oregon.

Attention:
Harold C. Ayres, Field Engineer,
City and County Relations.

Dear Sir:

By motion passed at the meeting of the Common Council held October 13,1952, I was instructed to write the State Highway Commission that the City of Empire will pay that portion of the cost over $15,000.00 for paving Michigan Avenue, by the Highway Department, as requested by the City.

I am sorry not to have been able to write this at an earlier date. The two previous meetings of the Council did not have a quorum, therefore was unable to do official business.

Very truly yours,
Ada Holden
City Recorder.

RECEIVED
OCT 20 1952
ENGINEER
COU[illegible]ONS

main Street
miles

filler Concrete
base proposed

	$290.00
	2500.00
	80.00
	180.00
	840.00
	8710.00
	175.00
Cost	$12,775.00
	1596.88
	450.00
	$14,821.88

No. 11

9-23-52

Empire

Preliminary Estimate

Michigan Avenue from Broadway to Main Street
a distance of approximately 0.29 miles

Place leveling course and 3" asphaltic concrete
pavement 20' width, on grade and base prepared
by City

Preparation of base	0.29 mile	$1000.00	$290.00
3/4"-0 in base in shoulders	500 cyds	5.00	2500.00
Sprinkling	20 M. gal.	4.00	80.00
3/4"-0 in binder course	30 cyds.	6.00	180.00
RS1 in binder and seal	12 tons	70.00	840.00
Class B asphaltic Concrete	670 tons	13.00	8710.00
Aggregate in seal coat	25 cyds	7.00	175.00
Preliminary Estimate of Construction Cost			$12,775.00
12½% Engineering and Contingencies			1596.88
Preliminary Engineering			450.00
			$14,821.88

$14,900

9-23-52

Eugene. 9-16-52

Called on City Recorder Oda Nelson and City Engineer Mr. Elickson and asked them if City could raise $5000 towards the cost of rebuilding Michigan Avenue.

The City engineer stated he believed he could save the city money if they graded, drained, and graveled Oak street, and if they could do this I believed we could finance within the $15,000.

They said they would take the matter up with the council and would write us a letter.

HGC.

Very heavy increase in population in the area and believe we should recommend.

[illegible] 9 21 52

Preliminary Estimate

[illegible] 0.25 mile.

[illegible] 3" of asphaltic concrete [illegible]

Clean [illegible]	48 [illegible]	12.00	576.00
3" oil base	1000 cu yds	4.00 ?✓	4000.00
3/4" oil [illegible]	350 cu yds	5.00	1750.00
Sprinkling	60 M gal	[illegible]	240.00
[illegible]	12 tons	70.00	840.00
Class C asphaltic concrete	675 tons	11.00	7425.00
Aggregate seal	24 cu yds	7.00	168.00
Adjust manholes	3 only	75.00	225.00
12" concrete pipe	480 lin ft	3.00 ✓	1440.00
[illegible]	90 cu yds	5.00 ✓	450.00
			$17,114.00
			2139.25
			500.00
			$19,753.25

no

Sec 9-23-52 ✓

466

Engineer [illegible]

7-15-53

Improvement of Michigan Avenue, as requested in City resolution of [illegible] City [illegible] [illegible] (Kitchen [illegible])

The City has made [illegible] increase in population [illegible] Michigan Avenue is receiving much [illegible] due to the increase in population. The [illegible] Michigan Avenue and therefore has additional heavy use.

Michigan Avenue has been [illegible] is on [illegible] [illegible] needs work [illegible] should be [illegible]

Because of the heavy increase in population the City has been [illegible] many [illegible] and are very short of funds [illegible] [illegible] cannot keep streets in repair

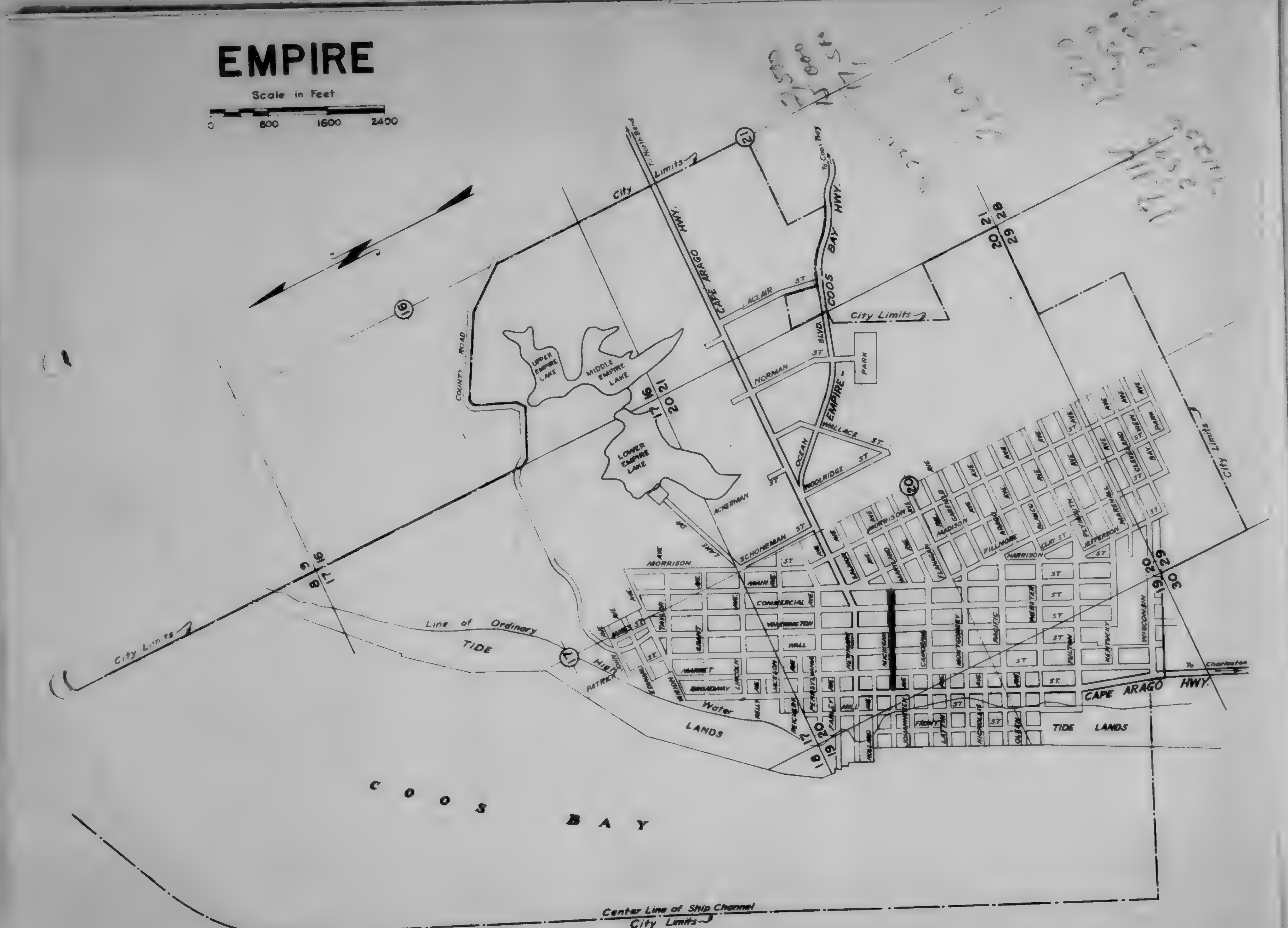
Believe this project definitely [illegible] and should be recommended

R. C. Ayers

[illegible] 31 1953

As City will not have suff[illegible] before this time

EMPIRE


Scale in Feet
0
800
1600
2400
City Limits
To North Bend
To Coos Bay
To Charleston
CAPE ARAGO HWY.
COOS BAY HWY.
EMPIRE BLVD.
COUNTY ROAD
UPPER EMPIRE LAKE
MIDDLE EMPIRE LAKE
LOWER EMPIRE LAKE
PARK
Line of Ordinary TIDE
Water LANDS
TIDE LANDS
COOS BAY
Center Line of Ship Channel
LACLAIR ST
NORMAN ST
OCEAN
WALLACE ST.
WOOLRIDGE ST
ACKERMAN
SCHONEMAN ST
LAKE DR
MORRISON ST
MAIN AVE
COMMERCIAL AVE
WASHINGTON
HALL
NEWMARK
MICHIGAN
CAROLINA
MONTGOMERY
PACIFIC
WEBSTER
FULTON
KENTUCKY
WISCONSIN
TAYLOR
GRANT AVE
LINCOLN AVE
JACKSON
REICHERS
PENNSYLVANIA
FARLEY
HOLLAND
JOHANNESEN
FRONT
LATTIN
NICHOLLS
OLSEN
MARKET
BROADWAY
WIGWAM
EDWARD
PATRICK
HIGH
JOHN AVE
JAMES ST
RILEY
SALMON
MARYLAND
MORRISON AVE
FLANAGAN
MADISON
GARFIELD
FILLMORE
ARAGO
BLANCO
HARRISON
CLAY ST
PLYMOUTH
JEFFERSON
MARSHALL
CLEVELAND
VIEW
BAY
PARK
8 9 17 16
17 16 20 21
18 17 19 20
20 21 29 28
19 20 30 29
16
17
20
21
17,500
15,000
7,000
17,114

9-16-49

FORM E-123 10M 4-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

April 14, 1952

NOTED
J. W. CATTRALL

Ada Holden
City Recorder
Empire, Oregon

NOTED
Harold C. Ayers

Dear Madam:

This is to acknowledge receipt of a resolution adopted by the City of **Empire** requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1953 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

PS: Inasmuch as two copies were received, I am returning one copy for the city's files.

JWC

NOTED
J. F. HAGEMANN

Form cc-50
Special City Allotment

RECEIVED
APR 14 1952
ENGINEER
[illegible]

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Empire, Oregon is an incorporated city of the State of Oregon, and has a population of 2261, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

Michigan Avenue from Broadway Street to Maine Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Michigan Avenue from Broadway Street to Maine Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

Form cc-50

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Empire, Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of April, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

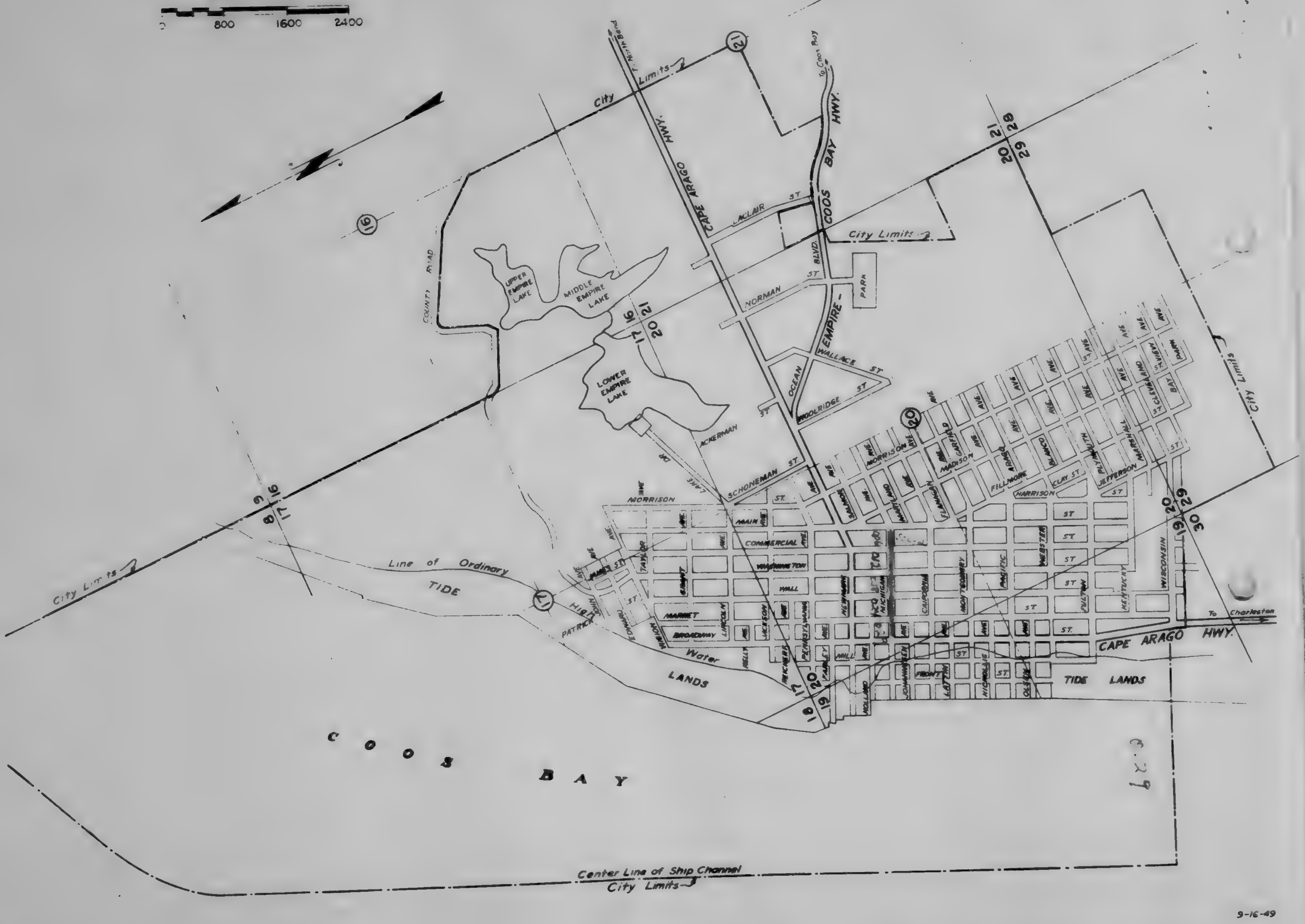
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Empire, Oregon at a regular or special meeting of said council, held on the 8th day of April, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10th day of April, 1952.

Ada Holden
City Recorder
[illegible]

EMPIRE


Scale in Feet
0
800
1600
2400
City Limits
County Road
Upper Empire Lake
Middle Empire Lake
Lower Empire Lake
Lake Dr
Cape Arago Hwy.
To North Bend
Coos Bay Hwy.
To Coos Bay
Empire Blvd.
Laclair St
Norman St
Park
Wallace St
Ocean
Woolridge St
Ackerman
Schoneman St
Morrison
Main
Commercial
Washington
Wall
Market
Broadway
Taylor
Grant
Lincoln
Kelly
Jackson
Reichert
Pennsylvania
Newmark
Michigan
California
Montgomery
Pacific
Webster
Fulton
Kentucky
Wisconsin
Salmon
Maryland
Flanagan
Madison
Garfield
Fillmore
Arago
Harrison
Blanco
Clay St
Plymouth
Jefferson
Marshall
Cleveland
Bayview
Bay
Park
Edward
Union
John
James St
Patrick
18th
Fairley
Holland
Johannesen
Front
Lattin
Nicollie
Olsen
Ave
St
Line of Ordinary High Tide
Water Lands
Tide Lands
Coos Bay
Center Line of Ship Channel
To Charleston
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29

9-16-49

306-1709 Myrtle Point (Ash, Second & 1953
third Sts) Pav. Proj.
#3961

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 15, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3961	2-final	PORTER W. YETT	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
[illegible] 20255	R-78442	$ 500.00	10-15/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Sep. 10, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query

Warrant Mailed:

A. A. Wicklander

NOTED ON CARD
10-19-53

RECEIVED

Form A-150 10M 12-52

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

Salem, Oregon

City of Myrtle Point
Myrtle Point, Oregon

Attn: N. W. Perkins, City Recorder

RECEIVED
53
ENG
CON

Invoice No.	30973
Date	Oct. 13, 1953
Your Req. No.	
Billing Request No.	CC 67
Credit distribution:	none

The contract for paving Ash Street in the City of Myrtle Point has been completed and it is estimated that the total cost of the job will not exceed $11,000. This project is covered by an agreement which provides that the City will pay all costs in excess of $15,000.

J. F. HAGEMANN

Refund to City of Myrtle Point of Advance Deposit	$116.25

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn

cc - Continental Casualty Co.
Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
10-7-53

RECEIVED
OC 1953
FOR FILING

[illegible]

3961

October 7, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

State highway contract No. 3961 for work performed in Myrtle Point (Ash, 2nd, & 3rd Sts.) in Coos County was completed by the contractor, Porter W. Yett, on September 10, 1953 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $500.00 will be released to the contractor on or after October 17, 1953. The total contract amount is $10,638.53, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisifed, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FH

cc - Continental Casualty Co.
Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

10-7-53

RECEIVED
SEP 29 1953
FOR FILING

[illegible]

3961

September 28, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett on contract No. 3961, for paving on the Myrtle Point (Ash, 2nd & 3rd Sts.) in Coos County.

This payment, in the amount of $10,138.53, will be released to the contractor on or after October 8, 1953. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
9-28-53 gl

Form E-1—10M—11-51

306-17[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 11, 1953, 19

Section Myrtle Point (Ash, Second & Third Sts.)

Kind of work Paving

Highway City Streets

Section prefix 306 - 1709

Contractor Porter W. Yett

Contract number 3961

Date of contract 6/25/53, 19

Date of completion 9/30/53, 19

Date work started Aug. 26th, 1953, 19

Estimated date of completion Sept. 10, 1953, 19

~~Amount of contract~~ Project Contr. Exclu. of Engr. $ 13,762.65

Per cent of time elapsed 83 %

Estimated cost of completed project, exclusive of engineering $ 10,638.53

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 500.00, 47.5 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Started the paving on Wed AM and completed Thurs. 10th.

This completed the project.

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

NOTED
H. G. SMITH

[illegible]

Signed C C Gall

Address Box 496, North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.20			0.20
Miles partially completed		All			All
Miles completed		"			"
Total estimated quantities		246 yds			699.49 ton
Estimated quantities moved or placed to date		All			All
Average daily quantities					350
Average daily quantities necessary to complete project on time					completed
Number shifts per day					1
Hours per shift					9
Average force on project for week					26

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons	8						
Men and trucks over 3 tons	2						
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Pt cloudy		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	cloudy		
Saturday			

RECEIVED
1953
FOR FILING

21-171

3161

July 24, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission on June 25, 1953, as follows:

Contract No. 3960, for paving on the Empire (Michigan Avenue) Section in Coos County.

Contract No. 3961, for paving on the Myrtle Point (Ash, 2nd & 3rd Streets) Section in Coos County.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 30 1953
FOR FILING

[illegible]
3961

June 29, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth Ave.
Portland, Oregon

Dear Mr. Yett:

The State Highway Commission on June 25, 1953, awarded to you State Highway Contract No. 3961 for paving on the Myrtle Point (Ash, Second and Third Streets) in Coos County. This award was based on your bid of $13,170.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc H. G. Smith
S. H. Probert
W. M. Franzwa

306-1702

3961

Referred to
Williams
By State Hwy. Eng.
I talked with
Porter Yett.
Please readvertize
for June 25 meeting.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1953

SUBJECT: Improvement of street projects
in Empire and Myrtle Point

306-1708

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

I have received your letter of May 27, 1953, with which was enclosed a copy of Mr. Williams' memorandum to you, and wherein you request that a resolution be prepared for adoption by the Commission at its next meeting confirming action to be taken at this time, whereby the State would enter into a negotiated contract with Porter Yett for the improvement of city streets in Empire and Myrtle Point.

As pointed out in Mr. Williams' memorandum, the bids submitted by Mr. Yett for these two jobs were determined by the Commission at its May meeting to be too high, and the Commission rejected both of these bids at the May meeting.

I realize that Porter Yett was the only bidder on both of these jobs, and that it is very questionable as to whether or not we can interest other parties, and that in so far as the practical aspects of the matter are concerned, it would apparently result in no better bid being received by a subsequent call for bids for these two projects, and that it is desirable to expedite the construction of these two projects by negotiating a contract with Mr. Yett at this time on the basis of his reduced bid, which would be within the allowable percentage increase over the Engineer's estimate.

However, we are governed by the express language of the statutes with respect to the awarding of contracts, and I respectfully invite your attention to O. C. L. A., § 100-115 (28), wherein the statute requires that the Commission "Let all contracts for the construction, maintenance, operation, improvement or betterment of highways to the lowest and best responsible bidder, determined as a result of a call for competitive bids".

This same paragraph of the statute further provides "if no satisfactory bid is received, new bids may be called for or the work may be done without letting to contract." Thus, by the very language of the statute, if a bid is found to be unsatisfactory, the Commission has only two alternatives; first, to call for new bids, or second, to perform the work without entering into a contract therefor.

By the subsequent language contained in this same paragraph of the statute, and referring to other, but allied matters, it clearly appears that the only manner in which the work might be performed without letting to contract is either by day labor or by the Commission's own forces, in either of which events, the Highway Engineer is held responsible for the economical prosecution and accomplishments of the work.

It is my opinion that the Highway Commission is prohibited by the language of this statute from entering into contracts with Porter Yett by negotiation for the construction of either of these two city street projects, and I recommend that bids be called for the first meeting to be held in June, and for the purpose of expediency, to call for these bids at such time as to coincide with the first day of the June Commission trip, and the Commission could hold a short meeting at that time for the purpose of awarding the contracts.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - W. C. Williams
H. B. Glaisyer
S. H. Probert

RECEIVED FOR FILING

FORM E-30 25M 9-51 52315

files

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1953

SUBJECT: City street projects in Empire and Myrtle Point

To: Mr. C. W. Enfield

Herewith copy of Mr. Williams' letter. The Highway Commission has approved it. Will you please prepare the necessary resolutions for confirmation of their action at the next Commission meeting.

R. H. Baldock

RHB:hi
cc Mr. Glaisyer

NOTED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

5-29
Enfield says jobs must be readvertized

NOTED
F. QUERY

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1953

SUBJECT: City street projects in Empire and Myrtle Point

To: Mr. S. H. Probert

Herewith copy of a letter from Mr. Williams. The Highway Commission has approved this negotiated award. Please make up the forms and send them to Mr. Enfield for approval.

R. H. Baldock

RHB:hi
Encl.
cc Mr. Enfield
Mr. Glaisyer

FORM E-10 25M 9-51 62319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1953

SUBJECT:

To:

MEMORANDUM TO

C
O
P
Y

Mr. R. H. Baldock:

You will remember at the last Commission meeting bids for improvement of city street projects in Empire and Myrtle Point were rejected as being too high. The estimate for the two projects combined was $22,890, and the total of the bids submitted by Porter Yett for the two projects was $27,676. This represented an overrun of the estimate of $4,786, which is slightly over 20 per cent.

I have discussed this matter verbally with Mr. Yett, and he has given me a tentative agreement that he would reduce his bid on asphaltic concrete from $14.50 per ton on one job and $14.60 per ton on the other job to an amount of $12.00 per ton for each job. This would result in a reduction in the amount of his former bid of $3,580, reducing the total of the bid to $24,096, which is only five per cent over the original estimate.

Inasmuch as Porter Yett was the only bidder on this job and it is questionable whether we can interest other bidders, I would recommend that we enter into a contract with Porter Yett, using all conditions set forth on the projects on which he bid with the exception of the item "Class 'B' Asphaltic Concrete," the price of this item on both jobs to be reduced to $12.00 per ton.

/s/ W. C. WILLIAMS

W. C. Williams

WCW:me

RECEIVED
MAY [illegible]
FOR FILING

[illegible]

3961

May 27, 1953

N. W. Perkins, City Recorder
City Hall
Myrtle Point, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Myrtle Point covering the improvement of Ash Street from Second Street through intersection with Fourth; Second Street from Ash Street to Spruce Street; Third Street from Ash Street to Spruce Street; a combined distance of approximately 0.21 mile, in connection with the $250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

March 18, 1953

NOTED
J. F. HAGEMANN

Cornell, Howland, Hayes, & Merryfield
Consulting Engineers
Corvallis, Oregon

Gentlemen:

We are in receipt of a set of plans prepared by yourselves. They cover the street improvements contemplated by the city of Myrtle Point.

The city has requested us to pave Second, Third and Ash (between Second and Fourth) Streets. We have completed our estimate on the basis of placing 1-1/2 inches leveling course and 3 - inches of asphaltic concrete.

Your base rock should be placed to allow for this depth (4-1/2 inches) of cover material if the same finish grade as originally planned is to be retained.

Very truly yours,

Tom Edwards

By
Gerald Wimer
Gerald Wimer

GW:db
cc: H. G. Smith
John W. Cattrall
City of Myrtle Point

RECEIVED
MAR 19 1953
ENGINEER
[illegible]

"THE CITY OF FRIENDLY PEOPLE"

THE HEART OF THE FAMOUS MYRTLEWOODS

CITY [illegible] OINT

J. M. Myers, Mayor
N. W. Perkins, Recorder
Florence Miller, Treasurer

Councilmen:
Elvin Eads
W. L. Bell
Ralph Whitaker
W. C. Crim
Harold Stemmler
Geo. Linn

Coos County, Oregon

November 7, 1952

RECEIVED
NOV 1 1952
ENGINEER

Mr. Harold Ayers
County and City Relations
State Highway Department
Salem, Oregon

Dear Sir:

The Common Council of the city of Myrtle Point has considered the proposal suggested to it by you whereby certain street improvements would be made within the corporate limits of the city of Myrtle Point under a cooperative program of the State Highway Commission whereby an allotment not to exceed $15,000, would be expended by the State Highway Commission, under the provisions of Chapter 149, Oregon Laws 1949, and the balance of the costs would be paid by the city of Myrtle Point, or the property owners benefited.

The streets under consideration are as follow:

> That portion of Ash street between 2nd and 4th and those portions of 2nd and 3rd streets between Spruce and Ash.

The Common Council has gone on record as approving the completion of this improvement project on the following basis: The city shall at its own expense install drainage facilities and curbs, do all grading and prepare the road bed. The State Highway Commission shall apply the finishing and leveling, gravel and pave the streets from curb to curb.

In the event that portion of the work as set forth above to be done by the State Highway Commission should exceed the sum of $15,000, which it is understood is the maximum amount it is permitted to expend upon such a project, the over-plus would be borne by the city.

As we explained to you during a recent visit to the city, the city is taking immediate steps to form the entire area of each street and all connecting streets between Spruce street and Ash street, into an improvement district and is having the plans and specifications drawn to accomplish this improvement. In the event this cooperative proposition for the improvement project is accepted by the State Highway Commission, we will be in a position to accomplish our portion of the project in adequate time to enable the final completion during the mid-summer months.

I wish to thank you for your courtesies extended to us and would appreciate your advising us of the action taken by the State Highway Commission on this proposed improvement.

Yours very truly,

J. M. Myers
Mayor

Form cc-50
Special City Allotment

7-7-52

RECEIVED
JUL 1[illegible] 1952
ENGINEER

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Myrtle Point is an incorporated city of the State of Oregon, and has a population of 2038, as given by the latest official census, and

WHEREAS, the following streets of said city, Myrtle Point Spruce street to Ash street on 1st street. Spruce street to Ash street on 2nd street. Spruce street to Ash street on 3rd street. Spruce street to Ash street on 8th street. From Highway on new road by Taylor Mills, to River road and South on river road to Diebold Lumber Company past the Union Oil Co & Standard Oil Co. 8th street to 1st street on Ash street.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit, Spruce street to Ash street on 1st street. Spruce street to Ash street on 2nd street. Spruce street to Ash street on 3rd street. Spruce street to Ash street on 8th street. From Highway on new road by Taylor Mills, to River road and South on River road to Diebold Lumber Company past the Union Oil Co, & Standard Oil Co. 8th street to 1st street on Ash street.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Myrtle Point does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Bert Pearson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this ______ day of ________________, 19____.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Myrtle Point at a regular or special meeting of said council, held on the 7 day of July, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 7 day of July, 1952.

N W Perkins
City Recorder

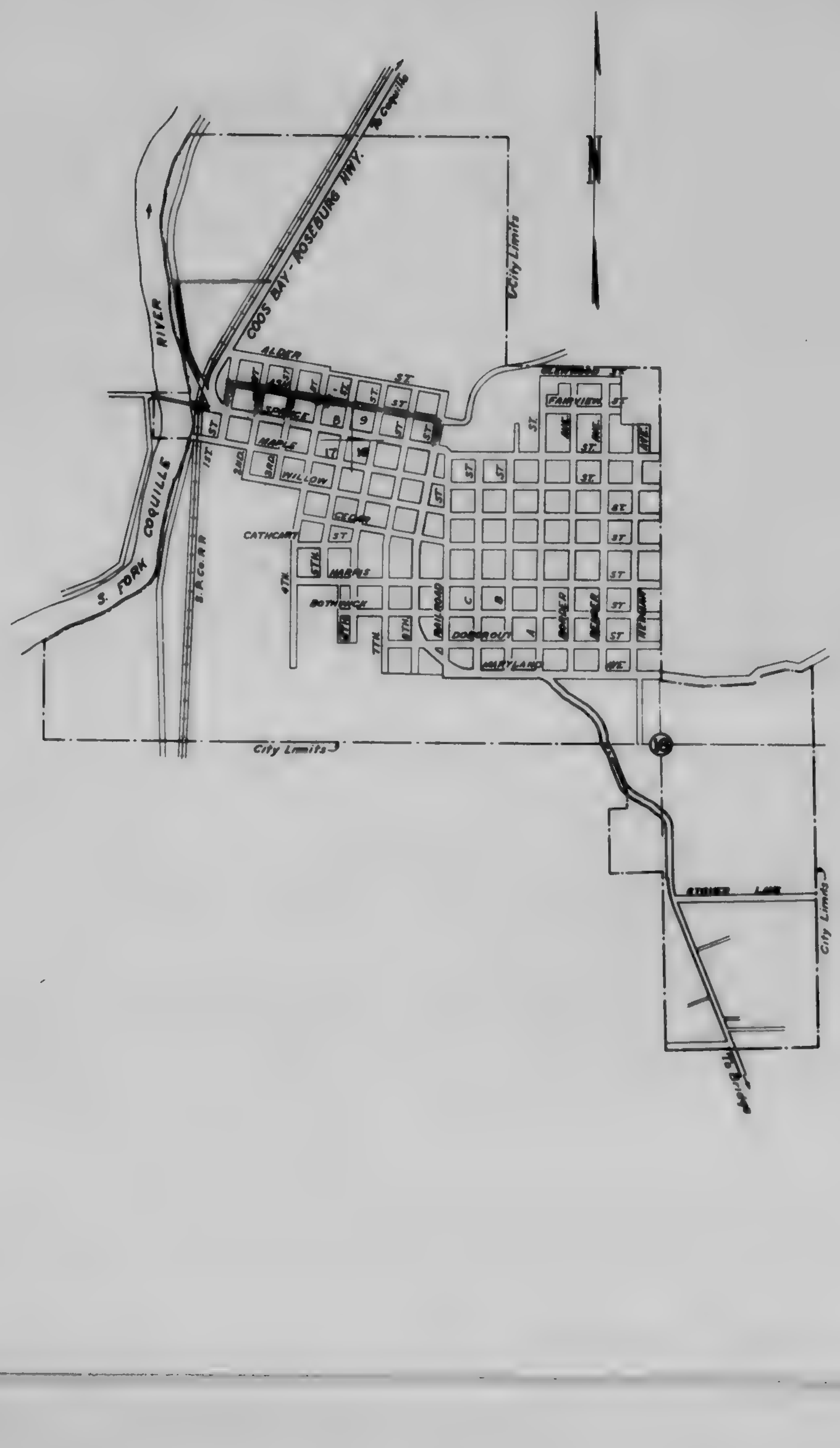
36

36
16

MYRTLE POINT

Scale: 0 400 800 1600

32

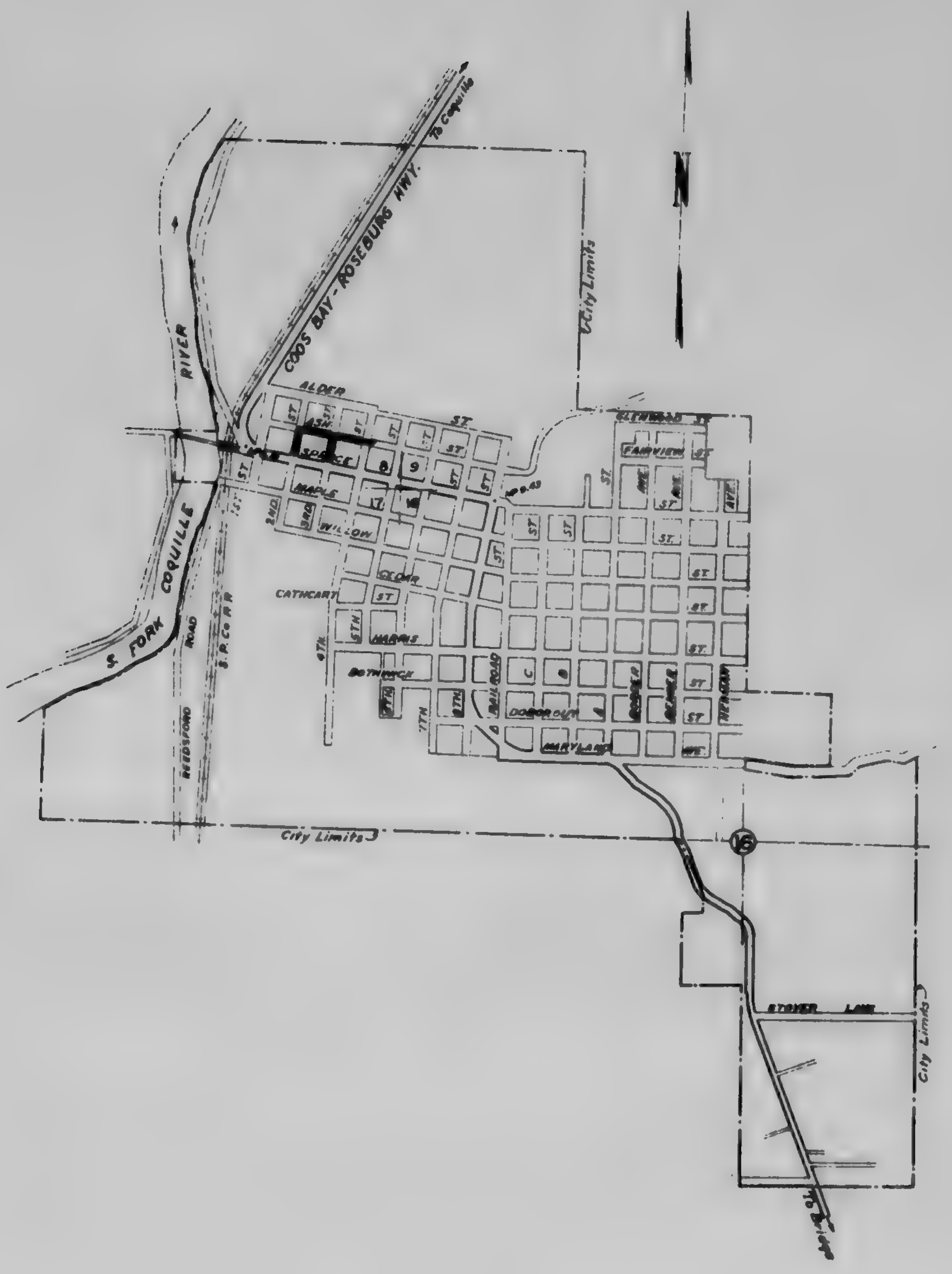

N
COOS BAY - ROSEBURG HWY.
To Coquille
City Limits
RIVER
S. FORK COQUILLE
S.P.Co.R.R.
ALDER ST.
SPRUCE
MAPLE
WILLOW
CEDAR
CATHCART ST
HARRIS
BOTHWICK
1ST
2ND
3RD
4TH
5TH
7TH
8TH
9
RAILROAD
C
B
A
FAIRVIEW ST
MARYLAND AVE
ST
AVE
City Limits
LANE
City Limits
To Bridge

MYRTLE POINT

Scale: 0 400 800 1600

COOS COUNTY

T.29S., R.12W., W.M.


N
To Coquille
COOS BAY - ROSEBURG HWY.
City Limits
S. FORK COQUILLE RIVER
REEDSFORD ROAD
S.P. Co R R
ALDER ST.
ASH ST.
SPRUCE
MAPLE
WILLOW
CEDAR
CATHCART ST
HARRIS
BOTHWICK
1ST
2ND
3RD
5TH
6TH
7TH
8TH
RAILROAD
DOBOROUT
MARYLAND AVE.
GLENWOOD ST
FAIRVIEW ST
AVE.
ST.
8
9
17
16
C
City Limits
16
LANE
City Limits
To Bridge

6-4-52

I-145(8) Willow Creek Bridge 1953

#3962

RECEIVED
FOR FILING

I-145 (P)

10

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 6, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3962	11-final	Hamilton & Thoms

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15820	B-100744	$ 16,071.52	8/5/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: April 30, 1954

Time Extensions: to May 30, 1954 without penalty

Completion Date: May 30, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-12-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Assistant Secretary

Warrant Mailed: AUG 12 1954

[illegible]
8-12-54

RECEIVED
FOR FILING

July 23, 1954

Seaboard Surety Co.
75 Maiden Lane
New York 7, N.Y.

Gentlemen:

State highway contract No. 3962 for Bridge Construction on the Willow Creek Bridge Section of the Columbia River Highway in Gilliam County was completed by the contractor, Hamilton Thoms, on May 30, 1954 but has not as yet been accepted by the Commission.

Final payment in the amount of $16,071.52 will be released to the contractor after acceptance by the Commission. The total contract amount is $154,441.56, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of the letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Seaboard Surety Co.
Hanson & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Seaboard Surety Co.
Hanson & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington.

NOTED ON CARD
7-23-54
rm

RECEIVED
FOR FILING

June 30, 1954

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on June 23, had under discussion your request for an extension of time from April 30 to May 30, 1954 within which to complete your contract No. 3962, for constructing Willow Creek Bridge on the Columbia River Highway in Gilliam County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

H. W. Teel,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
JUN 16 1954
FOR FILING

[illegible]

[illegible]

June 14, 1954

Request for extension of time
No. 8
June 23 and 24 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Willow Creek Bridge
Contract No. 3962

Hamilton & Thoma, contractors for the Willow Creek Bridge on the Columbia River Highway in Gilliam County, have requested an extension of time from April 30, 1954, to May 30, 1954.

Work was delayed by two flash floods, or waterspouts, in September of 1953 and by a cold-weather period in January of 1954. All work was completed on May 30, 1954. There was no inconvenience to the traveling public, nor did the State incur any additional engineering expense.

It is recommended that this extension be granted without penalty to the contractors. Attached is the concurrence of the Bureau of Public Roads in this extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMB/ds
Attached

RECEIVED
JUL [illegible] 1953
FOR FILING

1-11-(2)

3962

July 24, 1953

Hamilton & Thoms, Contractor
Box 726
Eugene
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3962, which was awarded to you on June 25, 1953 by the State Highway Commission, covering the construction of the Willow Creek Bridge on the Columbia River Highway in Gilliam County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Hamilton & Thoms
P.O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 25, 1953, awarded to you State Highway Contract No. 3962 for bridge construction on the Willow Creek Bridge Section of the Columbia River Highway in Gilliam County. This award was based on your bid of $151,435.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MM
Enc.

Cc H. G. Smith
S. H. Probert
G. S. Paxsnn
S.I.A.C. W. M. Franzwa

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

I-145 (8)

June 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 3962 for Oregon Project I-145(8), Willow Creek Bridge on the Arlington-Heppner Section of the Columbia River Highway, to Hamilton and Thoms of Eugene, Oregon, low bidder in the amount of $151,435.00 at the June 25, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
File
FOR FILING

OREGON DISTRICT

I-145(8)

396

I-145 (8)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project I-145(8), Willow Creek Bridge, Arlington-Heppner Junction Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED
JUN 18 1953
OREGON
STATE HIGHWAY COMMISSION

312-1705 Monument (Wilson St.) Pav. 1953
Proj.
#3963

RECEIVED
APR 30 1956
FOR FILING

R. H. [illegible]

April 23rd, 1956

FINAL COST ANALYSIS

Monument (Wilson St.)
Contract #3963

J. C. Compton Co., Contractor
C. C. McKinney, Resident Engineer

City Street
Prefix 312-1705

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Blade Grader	58.75	Hour	$12.00	$11.07	$ 650.57	$ 705.00
12" Corr. Metal Pipe	134	Lin. Ft.	3.50	3.18	426.15	469.00
Coarse Mat'l. in Base	718	Cu. Yd.	2.00	1.47	1,053.56	1,436.00
Haul & Place 3/4"-0 in Base & Shoulders	296	" "	3.00	2.20	649.82	888.00
Sprinkling	45.2	M/Gal.	3.00	2.54	115.22	135.60
Haul & Place 3/4"-0 in Binder	32	Cu. Yd.	5.00	4.11	131.55	160.00
Class "B" Asphaltic Concrete	510.935	Ton	15.00	9.44	4,820.92	7,664.03
PA #1, MC-2 Asphalt in Binder	4.88	"	70.00	64.27	313.65	341.60
					$ 8,161.44	$11,799.23

Gross Revenue	$11,799.23
Total Cost	8,161.44
Net Profit	$ 3,637.79

Net Profit Equals 30.8% of Gross Revenue

Detail of Cost
J. C. Compton

Labor:			
Labor & Supervision		$3,253.25	
Labor Insurance		188.69	$3,441.94
Materials:			
12" Corr. Metal Pipe	134 Lin. Ft. at $2.03 Incl. Bands	$ 272.44	
MC-2 Asphalt Incl. Freight	4.88 Ton at $34.75	169.58	442.02
Equipment Rentals & Misc. Supplies:			
Equipment Rentals (Owned)		$1,282.25	
Gas, Oil & Grease		505.35	
P.L. & P.D. Insurance		36.43	
Small Tools & Misc.		51.25	
Bond		34.55	
Home Office & General Overhead		230.40	2,140.23
Cost of Plant Mix at Plant at Station 1114+00 Fields Cr.-Mt. Vernon (Contract #3985) 510.935 Ton at $4.183 Average Haul on Plant Mix - 54 Miles			2,137.25
Total Cost			$8,161.44

Remarks:

This was a "City Project" calling for the construction of 0.22 mile of subgrade, construction of 0.22 mile of rock base and approximately 500 tons of asphaltic concrete. This project was bid June 25th, 1953. Work started July 8th, 1954 and the project was completed July 21st, 1954.

This small city project was done while the paving contractor was doing the two jobs (Fields Cr.-Mt. Vernon and Mt. Vernon-John Day). The rock base used on this project was loaded and hauled from a gravel bar on the north fork of the John Day River and all crushed material was taken from state-owned stockpiles. The Class "B" asphaltic concrete was hauled from the Fields Cr.-Mt. Vernon job. The average haul on Class "B" was about 54 miles.

Having good bid prices, the contractor was able to realize a nice profit from this project.

R. D. Asburry
Chief Cost Analyst

By . . K. T. Wechter

2 12 1105

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 15, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3963	2-final	J. C. COMPTON CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18756	R-103905	$ 500.00	9/14/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 21, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized on 9-17-54.

H. B. Glaisyer
Secretary

Warrant Mailed:

By________________
Assistant Secretary

9-17-54

RECEIVED
SEP 8 - 1954
FOR FILING

September 7, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3963 for paving on the Monument (Wilson Street) Section in Grant County was completed by the contractor, J. C. Compton Co., on July 21 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after September 17, 1954. The total contract amount is $11,799.23 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

NOTED ON CARD
9-7-54

NOTED
J. W. CATTRALL

FORM E-30X 87½ 3-54 79790

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 20, 1954

SUBJECT:

NOTED
Harold C. Ayers

NOTED
V. R. [illegible]

To Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Mr. Smith:

Attached hereto, is a letter of acceptance from the City of Monument, covering the Monument City Street Project, Contract No. 3963; which we have recently completed.

Very truly yours,

E G Bickmore

E. G. Bickmore
Ass't Division Engineer

EGB:fd

NOTED
J. F. HAGEMANN

NOTED
E. A. PEASE

RECEIVED
[illegible] 1954
[illegible]

TOWN OF MONUMENT
MONUMENT, OREGON

August 11, 1954

NOTED

A.F.Benson
Division Engineer
State Highway Office
La Grande, Oregon

Dear Sir,

The City Council of Monument held it's regular monthly meeting August 11,1954 and instructed me to write you that the improvement of Wilson Street by the F. C. Compton Company has been inspected by them and approved. The work was well done and is an improvement to our City.

Yours truly,

Millie Wilson
City Recorder

RECEIVED
AUG 16 1954
OFFICE
LA GRANDE

RECEIVED
AUG [illegible]
FOR FILING

312 1105
2/[illegible]

August 16, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. [illegible] Compton Co. on contract No. 3963, for paving on the Monument (Wilson Street) Section in Grant County.

This payment, in the amount of $11,299.23, will be released to the contractor on or after August 26, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
8-16-54 gl

RECEIVED
JUL 30 1953
FOR FILING

312-17[illegible]

July 29, 1953

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The following state highway contracts have been received in this office fully executed:

Your Contract No. 3963 - Monument Paving Project in Grant County.

Your Contract No. 3988 - Kingston-Scio and Oak Creek-Plainview Section of the Scio-Stayton and Lebanon-Prineville county roads in Linn County.

Babler Bros., Inc., Contract No. 3994 - Forest Boundary-Lapine Junction Section of the Burgess Road in Deschutes County.

We are, therefore, returning your certified checks drawn on the First National Bank of McMinnville, Oregon, in the amounts of $750.00, $4,000.00, and $1,500.00. These checks were submitted with your proposals for the above projects.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - Mr. John Herr

10

Form E-1

312-1705
3963

ORECON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 7/24/54, 19

Section Monument (Wilson Street)

Kind of work Paving

Highway Kimberly-Long Creek

Section prefix 312-1705

Contractor J. C. Compton Co.

Contract number 3963

Date of contract 6/25/53, 19

Date of completion 7/ 1/54, 19

Date work started 7/8/54, 19

Estimated date of completion 7/31/54, 19

Amount of contract $12,341.45

Per cent of time elapsed 98.3 %

Estimated cost of completed project, exclusive of engineering $12,341.45

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $900.00, 100 %

Date project was completed 7/21/54, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A. C. Paving was layed on Monday and Tuesday, hauling Materials from plant site at Sta. 1114 John Day Highway.

Shoulder Material was placed on Wednesday 7/21 and clean up completed.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

Signed E. C. McKinney

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PA
Miles in project	0.22	0.22			
Miles partially completed					
Miles completed	0.22	0.22			
Total estimated quantities	60 hrs. Grading	1045 Cu. Yd.			0.
Estimated quantities moved or placed to date	5[illegible] Hrs.	1046 Cu. Yd.		5 Tons	450 To
Average daily quantities				4.6 Tons	504 To
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	12				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTA
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Complete Paving Crew and Equipment. . . ..

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Hot		
Tuesday	Hot		
Wednesday	Fair		
Thursday			
Friday			
Saturday			

STATE PRINTING

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.22	0.22			0.22
Miles partially completed					
Miles completed	0.22	0.22			0.22
Total estimated quantities	60 hrs. Grading	1045 Cu. Yd.		5 Tons	450 Tons
Estimated quantities moved or placed to date	5[illegible] Hrs.	1046 Cu. Yd.		4.6 Tons	504 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	12				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Complete Paving Crew and Equipment. . . ..

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Hot		
Tuesday	Hot		
Wednesday	Fair		
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
JUL 24 1953
FOR FILING

312-17

24[illegible]

July 24, 1953

J. C. Compton Co.
Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3963, for paving on the Monument (Wilson Street) Section in Grant County, awarded June 25, 1953.

Contract No. 3988, for surfacing on the Kingston-Scio and Oak Creek-Plainview Sections of the Scio-Stayton Road and the Lebanon-Brownsville Road in Linn County, awarded July 1, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 7 1953
FOR FILING

312-1705

3962

R

July 6, 1953

Millie Wilson, City Recorder
City Hall
Monument, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Monument covering the improvement of Wilson Street from Kinberly-Long Creek Highway westerly for a distance of approximately 0.22 mile, in connection with the $250,000 City Allotment Fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
enc. 1

RECEIVED
JUN 30 1953
FOR FILING

310-1[illegible]
3963

June 29, 1953

J. C. Compton & Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 25, 1953, awarded to you State Highway Contract No. 3963 for paving on the Monument (Wilson Street) Section in Grant County. This award was based on your bid of $11,810.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.
cc H. G. Smith
S. H. Probert
S. L A. C. W. M. Franzwa

Salem, Oregon
April 14, 1953

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

We hand you herewith the field data on the Special City Allotment project in the City of Monument. The data has been checked and found to be consistent with that approved by the Commission, and shows a cost well below the money allocated for this project.

Wilson Street is very heavily used by log and lumber trucks, and it is our opinion that a B-2 bituminous surface should be placed in lieu of the O-11 specified. There appear to be sufficient funds and aggregate available.

Aggregate in stockpile at M.P. 19.46 on the Kimberly-Long Creek Highway:

1-1/2"-3/4"	120 cu. yd.
3/4"-1/2"	800 cu. yd.
1/2"-1/4"	850 cu. yd.
1/4"-0	500 cu. yd.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:MM
Encl.

cc: V. G. O'Neil

Form cc-50
Special City Allotment

Cottrall

3-11-52

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Monument is an incorporated city of the State of Oregon, and has a population of 228, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, Wilson Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Wilson Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Monument does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate W. H Settle Councilman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11 day of March, 1952.

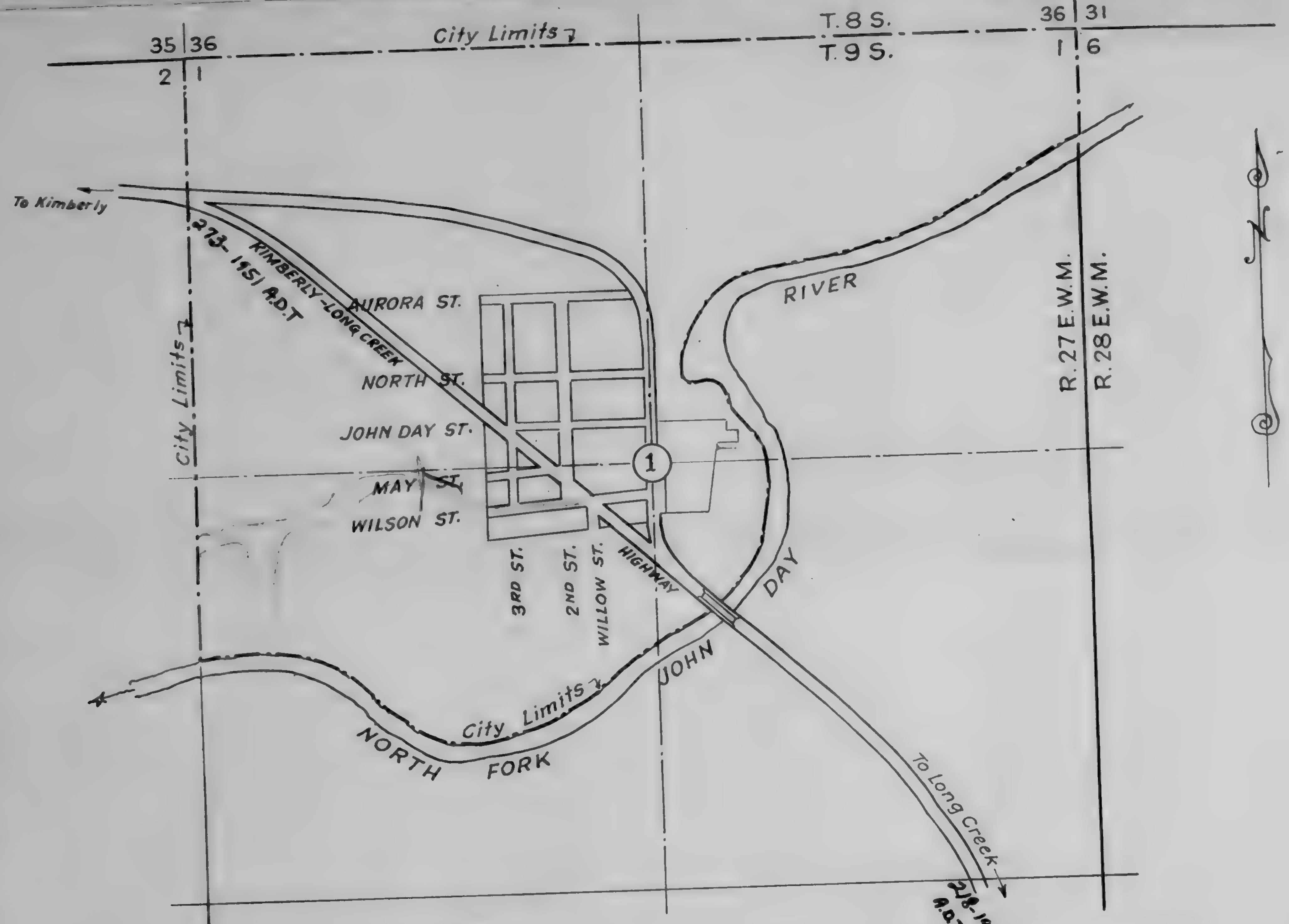
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Monument at a regular or special meeting of said council, held on the 11 day of March, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11 day of March, 1952.

Millie Wilson
City Recorder


35 | 36
2 | 1
City Limits
T.8 S.
T.9 S.
36 | 31
1 | 6
To Kimberly
273-1951 A.D.T
KIMBERLY-LONG CREEK
AURORA ST.
NORTH ST.
JOHN DAY ST.
MAY ST.
WILSON ST.
3RD ST.
2ND ST.
WILLOW ST.
HIGHWAY
1
City Limits
RIVER
DAY
JOHN
City Limits
NORTH
FORK
To Long Creek
218-1951 A.D.T.
R. 27 E.W.M.
R. 28 E.W.M.
N

0.05 grade
2'x 3ft
0.03 grade
2'x 4'

0.0
0.2
0.24

MONUMENT

Grant County

Scale 1in.= 800 ft.

Rev. 12-7-51

20-1608 Coburg Jct. (Eugene) Sec., 1953
Landscaping Proj., Pacific Hwy.
#3964

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 23, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3964	4-final	RICH & SONS NURSERY	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14951	R-99830	$ 302.75	7/22/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: to Nov. 30, 1953 without penalty

Completion Date: Nov. 28, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 7-23-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1954
aaw

NOTED ON CARD
7-23-54

RECEIVED
FEB 25 1954
FOR FILING

20-1608

February 26, 1954

General Casualty Company of America
ooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3964 covering Coburg Junction (Eugene) Landscaping Project on the Pacific Highway in Lane County was completed by the contractor, Rich & Sons Nursery, on November 28 and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $302.75 will be released to the contractor on or after March 8, 1954. The total contract amount is $11,381.94 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

Portland Service Office

FILED ON CARD
2-26-54

RECEIVED
FEB 17 1954
FOR FILING

20-1667
3124

February 16, 1954

[illegible]
General Casualty Company of America
[illegible] of Trade Building
Portland 4, Oregon

Gentlemen:

We have received a letter from Mr. [illegible] in which he writes as follows: ". . . . We have received our money from Rich and Sons Nursery." This pertains to the claim Mr. [illegible] filed against Rich and Sons on January 2nd in the amount of [illegible] in connection with State Highway Contract No. 3064 for landscaping on the Coburg Junction Section of the Pacific Highway in Lane County.

Very truly yours

[illegible]

Secretary

[illegible]

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Rich and Sons Nursery
Route 4
Hillsboro, Oregon

NOTED ON CARD
2-18-54

RECEIVED
FEB 17 1954
FOR FILING

[illegible]

3164

February 16, 1954

Mr. Oscar Henke
2190 Garfield
Eugene, Oregon

Dear Mr. Henke:

Thank you very much for your note dated February 12 stating that you have received your money from Rich and Sons Nursery in connection with your claim against them on State Highway Contract No. 3164.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
2-16-54

FORM 8-126 90M REVISED 3-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

February 10, 1954

IN REPLY PLEASE REFER TO

Mr. Oscar Henke
2190 Garfield
Eugene, Oregon

Dear Mr. Henke:

It has come to our attention that your claim against Rich and Sons Nursery on Contract No. 3964 on the Coburg Junction Section in Eugene has been paid.

Will you please let us know if you have received payment so that we can release the final estimate to the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

HBGlaisyer
Secretary

FAQ:md

RECEIVED
FEB 15 1954
STATE HIGHWAY COMMISSION

Feb. 12, 1954

Dear Sir:-

Thank you for your interest shown in our behalf. We have received our money from Rich and Sons Nursery.

Sincerely Yours.
Oscar Henke

NOTED ON CARD
2-12-54 gl

RECEIVED
FEB 16 1954
FOR FILING

20-1608

February 15, 1954

General Casualty Company of America
ooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rich & Sons Nursery on contract No. 3964, covering the Coburg Junction (Eugene) Landscaping Project on the Pacific Highway in Lane County.

This payment, in the amount of $771.35, will be released to the contractor on or after February 25, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Building
Seattle 5, Wash.

Attn.: Surety Department

Portland Service Office

NOTED ON CARD

2-15-54 gl

RECEIVED
MAR 2 1954
FOR FILING

Ervin!

20-1668
[illegible]

February 10, 1954

Mr. Oscar Henke
2190 Garfield
Eugene, Oregon

Dear Mr. Henke:

It has come to our attention that your claim against Rich and Sons Nursery on Contract No. 3964 on the Coburg Junction Section in Eugene has been paid.

Will you please let us know if you have received payment so that we can release the final estimate to the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

noted. gl

February 10, 1954

Rich and Sons Nursery
Route 1
Hillsboro, Oregon

Attention Mr. Samuel J. Rich

Gentlemen:

Reference is made to your letter of February 8 regarding your contract for the Coburg Junction Landscaping Project, State Highway Contract No. 3964. It is true that I was not aware that this contract had been completed, but that would have made no difference in the procedure of this office regarding claims filed against state highway contracts. It has been the longstanding policy of the State Highway Commission to notify the surety on the bond furnished by a contractor of all claims filed against the contract, and that is simply what we did in this instance. It is just routine procedure though of course we regret that we have offended you by following it.

When notification was given to the bonding company of the claim of Mr. Henke, it was not our intention to force you to pay the claim. We, here, are not in position to pass on the legality of the claims, and many times claims are filed that have no bearing whatsoever on the particular contract concerned. Our procedure, however, requires us to notify the bonding company in each instance, and it does not, in any way, cast any reflection on the standing of the contractor with this department and, in our estimation, should have no adverse effect on the bonding company, unless the contractor is in dire circumstances, and indications are that the bonding company will have to take the job over.

Incidentally I find that your final estimate is not quite ready for payment, so our Accounting Division is preparing a semi-final payment by which we will release to you all monies due on this job with the exception of $500 which will be retained until the final vouchers can be prepared.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ehr

SAMUEL RICH - AMOS RICH

Route #1 — Phone 3011
HILLSBORO, OREGON

February 8, 1954

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No.3964

Dear Mr. Glaisyer:

We are surprised to receive copy of your letter of February 4, written to Dooly and Company, agents for General Casualty Company of America in Portland, which leads us to believe that your office is not aware that Contract No.3964, Landscaping Coburg Junction, has long been completed but no payment has been received since October 27th.

We have had verbal assurance that the contract has been officially accepted satisfactory in every respect but so far no written assurance and no further payment. It is our policy to pay subcontractors and suppliers out of the proceeds of a contract, which we are prepared to do. In this instance, however, we will forward payment at once to Mr. Oscar Henke, 2190 Garfield, Eugene.

Gerry - please ascertain from Henke if he has rec'd payt.
HBG

In the future it would seem a good policy to check the condition of a contract before writing the bonding companies and at least give the contractor an opportunity to state his position.

Very truly yours,

RICH & SONS NURSERY

Samuel J. Rich

SJR:MFH

cc to Dooly & Co.
cc to General Casualty Co.of America
Seattle, Wash.
cc to Oscar Henke

RECEIVED
FEB 9 1954
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

NOTED
H. B. GLAISYER

2-7-56

Myron Wood from Pickets says they plan to issue a semi-final payment to Pick & Sons. Retained % will be $500

F.R.

RECEIVED
FEB 8 - 1954
FOR FILING

Fur

February 4, 1954

Contract No. 3964

Mr. Oscar Henke
2190 Garfield
Eugene, Oregon

Dear Mr. Henke:

Rich and Sons Nursery, Route 4, Hillsboro, were awarded the Coburg Junction landscaping project on the Pacific Highway in Eugene. This contract was completed November 28 and accepted by the State Highway Commission on December 10, 1953.

The General Casualty Company of America through Dooly and Company, Board of Trade Building, Portland 4, furnished the performance bond covering this contract to assure completion of the job and payment of all bills incurred on it.

If you wish to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the necessary procedure for such a filing. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 2/3
Attach.

ON CARD
3-11-54

2190 Garfield
Eugene Oregon
Feb. 2, 1954

State Highway Engineers
Salem Oregon.

Dear Sirs:

I done tractor work for Rick and Sons, from Hilsboro, on there landscaping job on Highway 99 here in Eugene.

My bill against them is $105.00 which I haven't been able to collect. Is there anything I can ~~get~~ do to get the money due me

!

Yours truly

Oscar Henke

REFERRED TO
BY SECRETARY

RECEIVED
FEB 3 1954
OREGON
STATE HIGHWAY COMMISSION

2-54

FOR FILING

COPY FOR MR. Baldock
From H. B. Glaisyer, Secretary

COPY

2190 Garfield
Eugene, Oregon
Feb. 2, 1954

State Highway Engineers
Salem, Oregon

Dear Sirs:

I done tractor work for Rich and Sons, from Hilsboro, on there landscaping job on Highway 99 here in Eugene.

My bill against them is $105.00 which I haven't been able to collect. Is there anything I can do to get the money due me.

Yours truly

/s/ Oscar Henke

RECEIVED
FEB 5 1954
STATE [illegible]

RECEIVED
FOR FILING

February 4, 1954

Contract No. 3964

[illegible] and Co., Agents
General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Gentlemen:

We have received a letter from Oscar Henke, 2190 Garfield, Eugene, in which he states that he performed tractor work for Rich and Sons Nursery on Contract No. 3964 for landscaping the Coburg Junction Section in Eugene for which he has not been able to collect. His bill, he states, is in the sum of $105.[illegible].

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 2/3

cc - General Casualty Co. of America
General Insurance Building
Seattle 5, Washington

Rich and Sons Nursery
Route 4
Hillsboro, Oregon

NOTED ON CARD
2-4-54

RECEIVED
DEC 30 1953
FOR FILING

December 29, 1953

Rich & Sons Nursery
Route 4
Hillsboro, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from October 31 to November 30, 1953 within which to complete your contract No. 3964, for the Coburg (Eugene) Landscaping Project on the Pacific Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's Action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Harley E. Mayfield,
Resident Engineer

H. G. Smith,
Construction Engineer

Form E-1—10M

20-1608

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 5, 1953

Section Coburg Junction (Eugene)

Kind of work Landscaping

Highway Pacific

Section prefix 20-1608

Contractor Rich & Sons Nursery

Contract number 3964

Date of contract June 25, 1953

Date of completion November 30, 1953

Date work started August 3, 1953

Estimated date of completion November 28, 1953

Amount of contract $12,891.54

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $11,653.82

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $1,057.76, 107 %

Date project was completed Nov. 28, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor planted plum and oak trees and placed one unit of sawdust in the area of the ivy Saturday Nov. 28.

Approximately 60% of work has been done on O.S.F.W. Account No. 279. Placement of remainder of Asphaltic Concrete will be delayed until weather permits.

This will be the last weekly report on this project.

NOTED

NOIED
B. A. MARTIN

NOTED
FORREST COOPER

Signed

Address Rm. 4, 506½ Main St., Springfield.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
NOV 23 1953
FOR FILING

[illegible]

3114

November 23, 1953

Request for extension of time
No. 13
December 10 and 11 Meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rich and Sons Nursery for an extension of time on the Coburg Junction (Eugene) Landscaping 51 Project, Pacific Highway, Contract No. 3964, from October 30, 1953 to November 30, 1953.

Our landscape engineer requested that certain specified trees not be planted until about the middle of November.

Since the overrun was at the request of the Department, I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:js fp

RECEIVED
FOR FILING

10-L05

July 14, 1953

Rich & Sons Nursery
Route 4
Hillsboro, Oregon

Gentlemen:

We enclose herewith, for your files, a fully executed copy of contract No. 3964, which was awarded to you on June 25, 1953 by the State Highway Commission, covering the Landscaping Project on the Coburg Junction (Eugene) Section of the Pacific Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Rich & Sons Nursery
Route 4
Hillsboro, Oregon

Gentlemen:

The State Highway Commission on June 25, 1953, awarded to you State Highway Contract No. 3964 for landscaping project on the Coburg Junction (Eugene) Section of the Pacific Highway in Lane County. This award was based on your bid of $12,186.40 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enc.

cc H. G. Smith
S. H. Probert
S. L. A. C. W. M. Franzwa
M. H. Astrup

29-1052 Nehalem Draw Bridge Approach 1953
Replacement.
#3965

29-1052 Nehalem Draw Bridge Approach 1953
Replacement.
#3965

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Mr. H. [illegible]. Palmberg
P. O. Box 991
Astoria, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time, from February 28 to August 12, 1954, within which to complete your contract No. 3965 for constructing Nehalem Draw Bridge approach replacement on the Oregon Coast Highway in Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Oregon State Highway Commission

Secretary

gl

cc: J. [illegible]. Walker,
Division Engineer

George Danforth,
Resident Engineer

[illegible]. [illegible]. Maxson,
Assistant State Highway Engineer

27-1052

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 3, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3965	5-final	H. G. PALMBERG

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18364	R-103502	$ 2,683.69	9/3/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: **Feb. 28, 1954 (except handrail)**

Time Extensions: **Aug. 12, 1954 without penalty**

Completion Date: **Aug. 10, 1954**

Date Accepted: **Sep. 23, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-29-54**

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
9-30-54

Warrant Mailed:

aaw

RECEIVED
SEP 9 - 1954
FOR FILING

[illegible]

[illegible]

September 2, 1954

Request for extension of time
No. 7
September 23 and 24 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Nehalem Drawbridge Approach
Replacement
Contract No. 3565

A. G. Palmberg, contractor on the Nehalem Drawbridge Approach Replacement on the Oregon Coast Highway in Tillamook County, has requested an extension of time from February 28, 1954, to August 12, 1954, in which to complete the work on this contract.

The contract stated that all work, with the exception of the painting of handrails, should be completed before February 28, 1954. All work, with the exception of painting the handrails, was completed by that time, and the contractor was given an order to postpone the painting of the handrails until the arrival of suitable weather. All work was completed on August 12, 1954.

As there was no inconvenience to the traveling public or additional engineering expense incurred by this time, it is recommended that this extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

FHB/ds
Attached

RECEIVED
FOR FILING

27 - [illegible]

August 24, 1954

Federal Insurance Co.
Martin Knutsen & Son
189 12th Street
Astoria, Oregon

Gentlemen:

State Highway Contract No. 3965 covering approach replacement on the Nehalem Draw Bridge on the Oregon Coast Highway in Tillamook County was completed by the contractor, H. G. almberg, on August 10, 1954 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of $2,683.69 will be released to the contractor after acceptance by the Commission. The total contract amount is $67,136.67 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

8-24-54

RECEIVED
FEB 23 1954
FOR FILING

[illegible]

[illegible]

Files

February 19, 1954

Federal Insurance Company
Martin Knutsen & Son, Agent
189 12th Street
Astoria, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to H. G. Palmberg a portion of the funds heretofore retained by the Commission on contract No. 3965, covering the approach replacement on the Nehalem Draw Bridge on the Oregon Coast Highway in Tillamook County.

This payment, in the amount of $3,435.65, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,993.39. The present payment will be released on or after March 1, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robert E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
2-19-54, gl

RECEIVED
JUL [illegible] 1953
FOR FILING

29- [illegible]

[illegible]

July 24, 1953

Mr. H. G. Palmberg, Contractor
P. O. Box 991
Astoria
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3965, which was awarded to you on June 25, 1953 by the State Highway Commission, covering the Nehalem Draw Bridge Approach Replacement Project on the Oregon Coast Highway in Tillamook County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
JUL [illegible] 1953
FOR FILING

[illegible]

[illegible]

July 24, 1953

Mr. H. G. Palmberg, Contractor
P. O. Box 991
Astoria
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3965, which was awarded to you on June 25, 1953 by the State Highway Commission, covering the Nehalem Draw Bridge Approach Replacement Project on the Oregon Coast Highway in Tillamook County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
JUN 30 1953
FOR FILING

[illegible]

[illegible]

June 29, 1953

Mr. H. G. Palmberg
P.O. Box 991
Astoria, Oregon

Dear Mr. Palmberg:

The State Highway Commission on June 25, 1953, awarded to you State Highway Contract No. 3965 for bridge construction Nehalem Bridge Approach Replacement Section of the Oregon Coast Highway in Tillamook County. This award was based on your bid of $66,814.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.
cc H. G. Smith

S. H. Probert
~~G. S. Paxson~~
S.I.A.C. W. M. Franzwa

34-3406 Forest Grove Maintenance Shed. 1953

43966

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 15, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3966	4-final	J. E. Jeremiah

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24097	R-82251	$ 624.60	12/11/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: Oct. 30, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: a.a.Wicklander

ENTERED ON CARD
12-16-53

RECEIVED
NOV 27 1953
FOR FILING

34-3966

3966

November 27, 1953

General Casualty Company of America
Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway contract No. 3966 for construction of Maintenance Shed at Forest Grove in Washington County was completed by the contractor, J. E. Jeremiah, on October 30, 1953, but has not as yet been accepted by the Commission.

Final payment in the amount of $624.60 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,539.75, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FM

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn; Surety Dept.

NOTED ON CARD

11-27-53

RECEIVED
JUL 27 1953
FOR FILING

24-[illegible]

[illegible]

July 24, 1953

Mr. J. E. Jeremiah
3206 N. Holland St.
Portland 17, Oregon

Dear Sir:

We enclose herewith, for your files, two fully executed copies of contracts awarded to you by the State Highway Commission on June 25, 1953, as follows:

Contract No. 3966, for construction of maintenance shed at Forest Grove, Washington County.

Contract No. 3967, for construction of Manning Maintenance Building in Washington County.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN [illegible] 1953
FOR FILING

June 29, 1953

J. L. Jeserman
5306 North Holland
Portland, Oregon

Dear Sir:

The State Highway Commission on June 25, 1953 awarded to you State Highway Contract No. 3766 for construction of the Forest Grove Maintenance Shed in Washington County, and Contract No. 3767 for construction of the Manning Maintenance Building in Washington County. These awards were based on your bids of $6,593.75 and $15,354.00, respectively, which were the low bids submitted to the Commission on that day for these projects.

I enclose for your immediate information copies of the proposal forms which contain the specifications and special provisions pertaining to the jobs which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encls.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa - SIAC

MEMO TO THE FILE

Correspondence covering MANNING - FOREST GROVE - SYLVAN maintenance buildings SEE: MAINTENANCE
Buildings & Sites
4/27/53

34-3407 Manning Maintenance Bldg. 1953

#3967

OREGON STATE HIGHWAY DEPARTMENT

(date) Dec. 15, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1-3 [illegible]			
3967	4-final	J. E. Jeremiah	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24098	R-82252	$ 2,684.95	12/11/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wiklander
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1953

Time Extensions: None

Completion Date: Nov. 4, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wiklander

RECEIVED
NOV 27 1953
FOR FILING

44-3967

3967

November 27, 1953

General Casualty Company of America
Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Gentlemen:

State highway contract No. 3967 for construction of Maintenance Building at Manning in Washington County was completed by the contractor, J. E. Jeremiah, on November 4, 1953, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,684.95 will be released to the contractor after acceptance by Commission. The total contract amount is $15,304.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington
Attn; Surety Dept.

NOTED ON CARD

11-27-53

RECEIVED
JUL 1953
FOR FILING

34 - 3967

3967

July 24, 1953

Mr. J. E. Jeremiah
3206 N. Holland St.
Portland 17, Oregon

Dear Sir:

We enclose herewith, for your files, two fully executed copies of contracts awarded to you by the State Highway Commission on June 25, 1953, as follows:

Contract No. 3966, for construction of maintenance shed at Forest Grove, Washington County.

Contract No. 3967, for construction of Manning Maintenance Building in Washington County.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

MEMO TO THE FILE

Correspondence covering MANNING - FOREST GROVE - SYLVAN
maintenance buildings SEE: MAINTENANCE
Buildings & Sites
4/27/53

3-1603 Ore. City & Forest Grove Traffic 1953
Signal Installation.
#3968

RECEIVED
AUG 0 [illegible]
FOR FILING

August 26, 1954

Mr. M. O. Gardner
City Manager
Forest Grove, Oregon

Dear Sir:

This is by way of further acknowledgment of your letter of August 15 in regard to the traffic signal installation at the intersection of Main Street and Pacific Avenue in Forest Grove. A final billing for this installation is being processed at the present time and you should receive information concerning any refund to the City within a short time.

You state in your letter that criticism of the traffic signal installation is being received in that the walk periods seem unduly short when compared to the length of the intervals directed to automobile traffic. The theory of the wait-walk installation is that through such an installation it is possible to separate vehicular and pedestrian indications and to provide adequate clearance time for pedestrians. The present timing of this signal is as shown in the table below:

Street	Color	Time (Seconds)
Pacific	Green (Walk)	18
Pacific	Green (Wait)	8
Pacific	Amber (Wait)	4
Pacific	Red (Wait)	20
Main	Green (Walk)	8
Main	Green (Wait)	8
Main	Amber (Wait)	4
Main	Red (Wait)	30

To provide adequate pedestrian clearance time, it is necessary that the green-wait plus amber-wait intervals be of sufficient duration that a pedestrian who steps off the curb just as the wait signal turns on will have sufficient time to cross the street before conflicting vehicular traffic starts to move. Unless this is done, pedestrians find themselves caught in the center of the street. With the street widths such as those encountered in Forest Grove, it is necessary that this pedestrian clearance period (green wait plus amber wait) be of 12 seconds' duration to provide adequate clearance. Thus it is not possible to increase the proportion of walk time.

It is hoped that the above information explains the reason for the signal timing. If this office can be of any further service to you, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Maison

VJ:mfn fp

FORM E-123X 37,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B

N
EPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

954

PLEASE RETURN TO
W. C. WILLIAMS

ASSIGNMENT ✓ No. 5283 By WCW ✓

Date: August 17, 1954

Description: Letter of August 13 by M. O. Gardner, City Manager of Forest Grove, and copy of Mr. Hagemann's reply of August 17 acknowledging same. Re pedestrian movement at traffic light at intersection of Main Street and Pacific Avenue in Forest Grove. ✓

Acknowledged by ____ Referred to Crandall

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
X Return with rough draft of reply
__ Prepare reply for signature of Mr. ______
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-26-54 Report Received ______ an

ur letter of
at the traffic light
Avenue in Forest

W. C. Williams,

, County and City Relations

JD

cc: Mr. W. C. Williams ✓

RECEIVED
AUG 18 1954
TRAFFIC ENGINEER

NOTED
J. AL HEAD

FORM E-123X 37,000 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 17, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Mr. M. O. Gardner
City Manager
Forest Grove, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of August 13, 1954, regarding pedestrian movement at the traffic light at the intersection of Main Street and Pacific Avenue in Forest Grove.

Your letter is being forwarded to Mr. W. C. Williams, Deputy State Highway Engineer.

Very truly yours,

John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM

cc: Mr. W. C. Williams

RECEIVED
AUG 18 1954
TRAFFIC ENGINEER

NOTED
J. AL HEAD

LESTER S. HUGHES, MAYOR
M. O. GARDNER, CITY MANAGER-TREASURER
G. E. RICHARDS, RECORDER
JAMES R. SHICK, ATTORNEY
A. F. NOSACK, POLICE CHIEF
ROY THOMPSON, FIRE CHIEF

City of Forest Grove
THE CITY WITH THE LOW
BONNEVILLE ELECTRIC RATE

FOREST GROVE, OREGON

August 13, 1954

Mr. John W. Cattrall, Engineer
County and City Relations
P. O. Box 30
% State Highway Dept.
Salem, Oregon

Dear Mr. Cattrall:

I am writing concerning the one complaint we have had about the new traffic light at Main Street and Pacific Avenue in Forest Grove. We have been approached many times concerning the time allowed for pedestrian crossing on the north-south pedestrian lane. This crossing time is quite limited compared to that provided for automobile use in the same direction. We would appreciate it if you could have your signal department review and adjust this time if possible.

While I am writing I might again ask if there is any refund due the City of Forest Grove from the deposit that it made for the installation of this light. If there is it might be well to bring this matter to a conclusion.

Yours very truly,

M O Gardner
M. O. Gardner
City Manager

MOG/cm

RECEIVED
AUG 18 1954
TRAFFIC ENGINEER

RECEIVED
1954

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 25, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3968	3-post-final	Trowbridge & Flynn Elec. Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
3222	B-88049	$ 20.00 2/19/54	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: to Nov. 14, 1953 without penalty

Completion Date: Nov. 14, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

aar

NOTED ON CARD

2-26-54

RECEIVED
JAN 5 - 1954
FOR FILING

3-16[illegible]

OREGON STATE HIGHWAY DEPARTMENT

(date)
DEC. 30, 1953

(~~CONTRACT NO.~~) 3768	(EST. NO.)	(CONTRACTOR)
3968	2-FINAL	TROWBRIDGE & FLYNN ELEC. CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25559	R-83675	$ 573.80	12/30/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1953

Time Extensions: Extended to Nov. 14, 1953

Completion Date: Nov. 14, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-31-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

came in [illegible]
mail [illegible]
to get out 12/31

[illegible] ON CARD
1-4-54

RECEIVED
DEC 30 1953
FOR FILING

3-

December 29, 1953

Trowbridge & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from October 31 to November 14, 1953 within which to complete your contract No. 3968, for installing the Oregon City and Forest Grove Traffic Signals on the Oswego and Tualatin Highways in Clackamas and Washington Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

John Petty,
Resident Engineer

G. S. Paxson,
Asst. State Highway Engineer

RECEIVED
DEC 10 1953
FOR FILING

-16

December 9, 1953

St. Paul-Mercury Indemnity Company
NW Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

State Highway contract No. 3968 for work performed on the Oregon City and Forest Grove Section of the Oswego and Tualatin Valley Highways in Clackamas and Washington Counties was completed by the contractor, Trowbridge & Flynn Electric Company, on November 14, 1953, but has not as yet been accepted by the Commission.

Final payment in the amount of $573.80 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,040.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc
cc: Ken Bailey Insurance Agency
Pacific Building
Roseburg, Oregon

NOTED ON CARD
12-9-53

RECEIVED
DEC 10 1953
FOR FILING

December 7, 1953

Mr. Robert Clute
General Manager
City of Oregon City
Oregon City, Oregon

Dear Mr. Clute:

This is to acknowledge receipt of your letter of November 24 in which you officially request the discontinuance of the so-called Denver plan for the handling of the traffic at the intersection of 7th and Main Streets in Oregon City and express your desire to revert to the State Highway Department plan as installed approximately three weeks prior to the date of your letter. Advise that, pursuant to this request, we immediately ordered the discontinuance of the Denver plan and the reinstallation of the State Highway Department plan at the intersection.

In the second paragraph of this letter you requested that the experiment of eliminating the barricades on the south side of the intersection be tried sometime after Thanksgiving and before the Christmas rush. Please be advised that, in my opinion, the key to the success of the entire plan is the elimination of the pedestrian crossing on the south side of this intersection. I feel certain that, if we open up the crosswalk again, traffic will back up on the bridge and the intersection will be in approximately the same condition as it was before the trial of this plan.

It takes some time to establish a traffic pattern and to educate both the pedestrians and the motor-car drivers of a set of conditions. This plan has been in operation since the first of November, with the exception of the slight interruption to try the ill-fated Denver plan, and during that period the pedestrians and motor-car operators have become more and more accustomed to the elimination of the south pedestrian crosswalk and, in my opinion, the plan will give a smoother traffic pattern as time goes on. I think we should let well enough alone, and I am not willing to recommend to the Highway Commission the modification of the contract to permit the opening of the south crosswalk.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

CITY OF OREGON CITY

OFFICE OF
CITY MANAGER

OREGON CITY, OREGON

November 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

In regard to our telephone conversation I wish to officially request the discontinuance of the Denver plan for the intersection at Seventh and Main Streets in Oregon City. We would appreciate it very much if this could be done as soon as possible in order that we may revert back to the original system as installed approximately three weeks ago.

Also, we would like to request that, sometime after Thanksgiving and before the Christmas rush, the experiment of eliminating the barricades on the south side of the intersection be tried.

Very truly yours,

Robert Clute

ROBERT CLUTE
General Manager

NOTED
State Highway Engineer

RC:rl

RECEIVED
NOV 25 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 8 - 1953
FOR FILING

December 4, 1953

Mr. Howard Klemsen, Secretary
Oregon City Local No. 68
Pulp, Sulphite and Paper Mill Workers Union
P. O. Box 550
Oregon City, Oregon

Dear Sir:

I very much appreciate your kind letter of November 25 and trust that the traffic situation in Oregon City will be greatly improved as time goes on and people become more accustomed to the signal installation.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

Affiliated with
Pacific Coast Pulp and
Paper Mill Employees'
Association

Oregon State Federation
of Labor

Clackamas County Central
Labor Council

OREGON CITY LOCAL NO. 68

International Brotherhood of Pulp, Sulphite and Paper Mill Workers

Affiliated with American Federation of Labor, Trades and Labor Congress of Canada,
and Newfoundland Federation of Labor.

Address
All Communications
to
SECRETARY
Post Office Box 550
Oregon City
Oregon

3

OREGON CITY, OREGON, Nov. 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The officers and members of Local #68, Pulp Sulphite and Papermill Workers union of Oregon City, Oregon, wish to express their appreciation for the fine cooperation the State Highway Department has shown in their effort to help solve the traffic situation at 7th and Main St. Oregon City, Oregon.

We sincerely hope the traffic lights will help solve an unsafe and inadequate traffic problem in our city. We are sure that in due time all citizens of Oregon City will see what a fine improvement this is to our community.

Sincerely yours,

Howard Klemsen

Howard Klemsen

Secretary

RECEIVED
NOV 30 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1953
FOR FILING

3-16[illegible]

November [illegible], 1953

Request for extension of time
No. 14
December 10 and 11 Meeting.

Oregon State Highway Commission

Gentlemen:

Re: Traffic Signal Installations in
Oregon City and Forest Grove,
Contract No. 37[illegible]

Herewith a request from Trowbridge & Flynn Electric Company, contractor for the traffic signal installations in Oregon City and Forest Grove, for an extension of time from October 31, 1953 to November 14, 1953, in which to complete the work on this contract.

Work was not started on this project until October 14, 1953, on account of delay in the shipment of the signal equipment required for the job. Since the arrival of the equipment, the contractor has pursued the work diligently, and the signal installations are now in operation.

There has been no additional engineering cost on account of the delay in completing the contract. It is recommended that the extension be granted without penalty to the contractor. This is a State Project, and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
PHS:gn

RECEIVED
OCT 26 1953
FOR FILING

[illegible]

[illegible]

September 30, 1953

Mr. William R. Perrin, Secretary
Clackamas County Central Labor Council
Post Office Box 310
Oregon City, Oregon

Dear Sir:

Thank you very much for the expression of confidence in the Highway Commission contained in your letter of September 28.

In regard to the progress in the work of signalizing the intersection of 7th and Main Streets in Oregon City it should be understood that the actual installation requires a relatively short time and that the major time-consuming factor consists of obtaining and stock-piling the required material. At this time the contractor has stock-piled 70 per cent of the materials and is awaiting delivery of the controller, which requires assembly at the factory. The actual work of installation should begin within two weeks and will be completed by October 31 as specified in the contract.

Thank you again for your interest and your cooperative attitude.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

GCH:lg

Address All
Communications to
Executive Secretary
Postoffice Box 310
Oregon City, Oregon

CLACKAMAS COUNTY
CENTRAL LABOR COUNCIL
AFFILIATED WITH
The American Federation of Labor
Oregon State Federation of Labor
OREGON CITY, OREGON

MEETING PLACE:
Masonic Temple,
Main Street, Oregon City,
Every Second and Fourth
Wednesday, 8 P. M.

28 September 1953

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

On the 25th of June a contract was awarded for construction of traffic lights at the intersection of 7th and Main sts in Oregon City which is the bridge intersection.

In one of our meetings with a representative of yours, he made the statement that once the contract for lights was awarded that it might take as long as 3 months to assemble material and make the installation.

So far no construction has been done on the lights. The winter season is approaching with the shopping rush and our members who use the bridge desperately need the lights and traffic control which should go a long way towards clearing up any traffic problems in the Oregon City area.

We realize that noisy special interests have selfishly pleaded expensive bridges for Oregon City and have opposed any scientific control. We wish to point out that the Labor movement of this area has retained a simple abiding faith that the Highway Commission would correct the damnable restrictions on traffic getting off the bridge.

Any speeding up of traffic light construction at the bridge will be appreciated.

Sincerely yours,

William R. Perrin
William R. Perrin
Secretary

RECEIVED
SEP 29 1953
OFFICE OF
STATE HIGHWAY ENGINEER

PRINTED ON UNION WATERMARKED PAPER

RECEIVED
FOR FILING
3-1.03
3968

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1953

SUBJECT: Proposed Traffic Signal Installation
Seventh and Main Streets (ORE43)
Oregon City

To: R. H. Baldock
State Highway Engineer
Office

I have been informed of a statement by Mr. Edw. P. Kaen before the Highway Interim Committee to the effect that I had failed to appear at a meeting which his group had scheduled. [illegible]

NOTED
State Highway Engineer

My only contact with Mr. Kaen was on Tuesday, June 9, 1953, at which time I contacted him in accordance with your instructions and with the purpose of discussing proposed plans at the intersection of Seventh and Main Streets. Our discussion lasted for some three hours. Sometime during that period Mr. Kaen did mention that his group was appearing at a forthcoming meeting of the City Commission. There was no formal request that I appear at this meeting either from Mr. Kaen or, more particularly, from City Officials. In fact, there was no mention made of the Commission meeting by any of the City Officials of Oregon City.

Under these circumstances, I made no attempt to attend the meeting. As stated above, I did spend some three hours discussing conditions and proposed treatment at the Seventh and Main intersections with Mr. Kaen.

Val Johnson
Val Johnson
Traffic Control Engineer

VJ:jl/as

RECEIVED

FOR FILING

3-1603

3965

4251
4269

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1953

SUBJECT: Assignment #4269

To: Mr. W. C. Williams
OFFICE

I am returning herewith assignment #4269 covering the installation of traffic signals at the intersection of Seventh and Main Streets in Oregon City.

Two copies of the agreement were signed by the city officials and were delivered personally to John Cattrall at the Highway Commission meeting on June 26th in Portland for presentation to the Highway Commission.

This completes Assignment #4269.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

FORM E-90 29M 9-51 52319

OREGON STATE HIGHWAY DE

INTER-DEPARTMENT

No. 4269
By

ASSIGNMENT
1953

Date: June 3, 1953

Description: Letter of June 2 by Mr. Crandall enclosing seven copies of agreement on traffic signal installation, Seventh and Main, Oregon City, with Tom Reeder's letter of May 25. ✓

Acknowledged by ----- Referred to --- Cattrall ------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ------- signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 7-30-53 Report received --------

Remarks: For City execution.
WCW

To: W. C.
Assist
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June m

Val Johnson
(For) F. B. Crandall
Traffic Engineer

VJ:jl
Attach. (7)

RECEIVED
3 1953
ENGINEER

RECEIVED
JUN 3 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 35M 9-51 82819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1953

SUBJECT: State-City Agreement
Traffic Signal Installation
Seventh and Main Streets (ORE43)
Oregon City
Assignment WCW 4251

To: W. C. Williams
Assistant State Highway Engineer
OFFICE

L

PLEASE RETURN TO
W. C. WILLIAMS

I am returning herewith seven copies of a State-City Agreement covering the proposed installation of traffic signals at the intersection of Seventh and Main Streets at the easterly end of the Willamette River Bridge in Oregon City. These agreements have been checked, found correct and may be submitted to the city.

It is planned to let this installation to contract at the June meeting of the Commission.

V. Johnson
(For) F. B. Crandall
Traffic Engineer

VJ:jl
Attach. (7)

RECEIVED
3 1953
ENGINEER

RECEIVED
JUN 3 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 20M 9-51 92319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 25, 1953
Salem, Oregon

SUBJECT:

To: Mr. W. C. Williams

PLEASE RETURN TO
No. 4251 AMS
By

ASSIGNMENT

Date: **May 28, 1953**

Description: **Letter of May 25 by Tom Reeder enclosing seven copies of proposed agreement with Oregon City re installation of fixed time traffic signal at intersection of Seventh and Main Streets (Oswego Highway)**

Acknowledged by _____ Referred to **Crandall**

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 6-3-53 me Report received ________

Remarks: **To check.**

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls. 7

RECEIVED
TRAFFIC ENGINEER

FORM E-90 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 25, 1953
Salem, Oregon

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS

To:
Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

Herewith you will find the original and six copies of the proposed agreement to be entered into by and between the State and the City of Oregon City with respect to the installation of a fixed time traffic signal at the intersection of Seventh and Main Streets (Oswego Highway) which is located within the said City.

You will note that one of the said copies does not have the plans attached thereto, and in the event that said copy is used the Traffic Engineering Division should attach the said plans thereto.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls. 7

RECEIVED
TRAFFIC ENGINEER

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

Attached are three copies of an agreement with the City of Forest Grove covering the installation of traffic signals at the intersection of Pacific Avenue and Main Street in Forest Grove. Two copies of this agreement have been executed by the proper city officials and are ready for presentation to the Highway Commission.

Mr. M. O. Gardner, City Manager, has stated in a letter that a traffic ordinance has been passed by the City Council adjusting parking near the corners of the intersection.

A check in the amount of $1,990 is being forwarded by this office on this date to Mr. H. B. Glaisyer.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE April 8, 1953 minute page 32
H B Glaisyer
Secretary by F. Query

[illegible]CEIVED

FOR FILING

2-1603

3968

MISC. CONTRACTS and
AGREEMENTS No. 1500

Salem, Oregon
July 7, 1953

4250
4270

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is an unexecuted copy of an agreement with the City of Forest Grove covering the installation of traffic signals at the intersection of Pacific Avenue and Main Street in the City of Forest Grove.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Forest Grove, Oregon.

Yours very truly,

Secretary

rn
Attach: 1

REFERRED TO [illegible]
BY SECRETARY

[illegible]

No. 4276
By [illegible]

ASSIGNMENT

Date: **June 3, 1953**

Description: **Tom Reeder's letter of May 25 enclosing six copies of agreement between State and Forest Grove re installation of traffic signal at intersection of Pacific Avenue (Wilson River Highway) and Main Street, Mr. Crandall's letter of June 2 attch'd.**

Acknowledged by _____ Referred to ____ **Cattrall** ______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 6-24-53 Report received ________

Remarks: **For execution by City.**
WCW

NT

ement
Installation
(ORE6) and Main Street

4250

PLEASE RETURN TO
W. C. WILLIAMS

I am returning herewith six copies of a State-City Agreement covering the proposed installation of traffic signals at the intersection of Pacific Avenue and Main Street in the City of Forest Grove. These agreements have been checked, found correct and may be given to Mr. Cattrall for submission to the city.

It should be drawn to your attention that we intend to let this installation to contract at the June meeting of the State Highway Commission.

Val Johnson
(For) F. B. Crandall
Traffic Engineer

VJ:jl
Attach. (6)

RECEIVED
JUN 3 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
3 1953
ENGINEER

FORM E-90 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1953

SUBJECT: State-City Agreement
Traffic Signal Installation
Pacific Avenue (ORE6) and Main Street
Forest Grove
Assignment WCW 4250

To: W. C. Williams
Assistant State Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

I am returning herewith six copies of a State-City Agreement covering the proposed installation of traffic signals at the intersection of Pacific Avenue and Main Street in the City of Forest Grove. These agreements have been checked, found correct and may be given to Mr. Cattrall for submission to the city.

It should be drawn to your attention that we intend to let this installation to contract at the June meeting of the State Highway Commission.

Val Johnson
(For) F. B. Crandall
Traffic Engineer

VJ:jl
Attach. (6)

RECEIVED
JUN 3 1953
OFFICE OF
STATE HIGHWAY ENGINEER

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3 1953
ENGINEER
[illegible]

NOTED
[illegible]

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

No. 11250
By ~~~~

ASSIGNMENT

Date: May 26, 1953

Description: **Letter of May 25 by Tom Reeder enclosing six copies of agreement between State and City of Forest Grove with respect to installation of fixed time traffic signal at intersection of Pacific Avenue (Wilson River Highway) and Main Street**

Acknowledged by _____ Referred to ___ **Crandall** ______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 6-3-53 Report received _______
mc

Remarks: **Please check.**

To: Mr. W. C. Wil
Asst. Highway
Office

Dear Sir:

Her
of the propos
the City of F
a fixed time
Avenue (Wilso

You
have the plans attached thereto, and in the event that said copy is used the Traffic Engineering Division should attach the said plans thereto.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
encls. 6

RECEIVED
2
TRAFFIC ENGINEER

[illegible] 1953

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 25, 1953
Salem, Oregon

SUBJECT:

To: Mr. W. C. Williams
Asst. Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Herewith you will find the original and five copies of the proposed agreement to be entered into by the State and the City of Forest Grove, with respect to the installation of a fixed time traffic signal at the intersection of Pacific Avenue (Wilson River Highway) and Main Street.

You will note that one of the said copies does not have the plans attached thereto, and in the event that said copy is used the Traffic Engineering Division should attach the said plans thereto.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
encls. 6

CEIVED
2
TRAFFIC ENGINEER

1953

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RECEIVED
JUL 27 1953
FOR FILING

July 24, 1953

Trowbridge & Flynn Elec. Co., Contractor
214 West Main Street
Medford
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No, 3968, which was awarded to you on June 26, 1953 by the State Highway Commission, covering traffic signal installation in Oregon City and Forest Grove on the Oswego and Tualatin Highways in Clackamas and Washington Counties. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
JUL 1953
FOR FILING

July 7, 1953

Mr. G. E. Richards, City Recorder
City Hall
Forest Grove, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Forest Grove covering the installation of traffic signals at the intersection of Pacific Avenue and Main Street in the City of Forest Grove.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Trowbridge & Flynn Electric Company
214 West Main Street
Medford
Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3968 for the Oregon City and Forest Grove Traffic Signal Installation in Clackamas and Washington Counties. This award was based on your bid of $6,040.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: H. G. Smith
S. H. Probert
W. M. Franzen, SIAC
G. S. Paxson

[illegible]
FOR FILING
3-1637
3967

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
June, 1953

SUMMARY OF CONTRACT COSTS
Traffic Signal Installation
Pacific Avenue at Main Street
Forest Grove

Net Material	$ 1,888.55 (Contractor's Price)
Net Labor	808.00
Contractors Profit	406.38
Misc. & Contingencies	107.07
Contract Bid Estimate	$ 3,200.00
Engr. 12½%	400
	$ 3600

City's Equip. Cost. $1888 + 20%	=	$2268
City's Labor	=	700
City's Estimate		$2968

3090

Engr. would be more than 12½% in actuality as would require considerable inspection

RECEIVED
[illegible] 1953
FOR FILING

FORM E-30 25M 9-51 52315

3-1603

2738

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1953

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

NOTED
W. C. WILLIAMS

Attached is Forest Grove's Check No. 23290 in the amount of $1,990 covering its share of the traffic installation cost at the intersection of Pacific Avenue and Main Street in Forest Grove.

John W. Cattrall
Engineer, County and City Relations

JDC:MM
Att.

cc: Mr. C. H. Maison
Mr. W. C. Williams

RECEIVED
FOR FILING

June 23, 1953

Mr. John W. Cattrall, Eng.
County and City Relations
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Cattrall:

This is written in reply to your letter of June 5, and our phone conversation of June 22, concerning the installation of a traffic light in Forest Grove at the intersection of Main Street and Pacific Avenue.

I am enclosing the executed copies of the agreement that you have requested. Also enclosed is a cashier's check No. 23290 for the sum of $1,990.00, as requested by the agreement. As I mentioned in my letter of June 15, the City Council has amended the Traffic Ordinance to adjust the parking near the corners of the intersection. A certified copy of this Amendment will be forwarded to you in the near future.

Your attention is called to Mr. William's letter of June 18, in which he stated that the location of the poles, with regard to our present street light poles, could be adjusted so that the bases from our present street light poles could remain.

As I mentioned in my letter of June 15, the City of Forest Grove Light Department would be interested in making this installation if it could be so arranged. The Light Department operates as an electrical contractor under the State Electrical Contractors License No. 245, and we have a Supervisors License No. 401. These expire June 30, and license Nos. 183 and 325 respectively have been issued for the new fiscal year. We will make the installation of the traffic light, according to your engineered plan, for the amount of $700.00 for labor cost plus the cost of material. If the labor cost was less than $700.00, then the entire job would be at cost.

Your consideration of this proposal at the Commission meeting will be appreciated. We feel that it could make a considerable saving for both the State and the City.

If there is further information needed kindly advise.

Yours truly,

M. O. Gardner
City Manager

MOG/cm
Enc.
cc: Mr. W. C. Williams, Asst. Highway Eng.

RECEIVED
SSION

7

NOTED
W. C. WILLIAMS

RECEIVED
JUN 22 1953
FOR FILING

June 18, 1953

Mr. M. O. Gardner
City Manager
City of Forest Grove
Forest Grove, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 15 addressed to Mr. J. W. Cattrall, Engineer, County and City Relations. The matters contained in your letter have been the subject of study, and I have the following to offer:

It will be possible to shift the proposed location of the traffic signal poles to such an extent that it will not be necessary for you to remove the existing bases for street light poles. These changes will be made in the plans at the time the job is staked out.

The plans and specifications on the Forest Grove traffic signal installation have been completed and are now in the hands of contractors. If a satisfactory bid is received at the June 25 and 26 meeting of the State Highway Commission, the contract will be let to the low bidder. If a satisfactory bid is not received, the State Highway Department will be happy to discuss with the City of Forest Grove the possibility of the City making the traffic signal installation.

It is not believed that any great saving would be experienced through installation by the City. The State Highway Department, at the present time, makes very few installations with its own forces. It has been our experience that it is more satisfactory to let the installations to contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

VJ:jl   me

cc Mr. F. B. Crandall
   Mr. J. W. Cattrall

C
O
P
Y

CITY OF FOREST GROVE

Forest Grove, Oregon

June 15, 1953

Mr. John W. Cattrall, Eng.
County and City Relations
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Cattrall:

The City Council, at its meeting on June 8, authorized the Mayor and Recorder to enter into the agreement that you mailed with your letter of June 5, 1953, concerning the traffic light at the intersection of Main Street and Pacific Avenue in Forest Grove. The Council also passed a Resolution to this effect and an Amendment to the Traffic Ordinance taking care of the parking near the corners of the intersection.

Since the meeting I have discussed, by phone, with Val Johnson, the matter of the location of the four poles. Inasmuch as the present bases for our street lights already have water lines or gas lines through them we are quite hesitant to try to remove these bases. We feel that if the new poles could be located on one side or the other of the present poles then the old bases could remain as they are and then we would not have the hazard of jack-hammering into a gas main in trying to remove the present bases. Also, since this is one of the busiest intersections in the city, if this program was followed we would be able to leave our street lights up until the time of transferring over to your new poles; otherwise we are going to have a long period of darkness at this intersection waiting for the work to be completed.

If the State decides not to do the installation of this equipment with its crew then the City of Forest Grove Light Department would be interested in making the installation to hold down the cost, of course, to both the City and the State. The personnel of our Light Department is very well qualified to do this work. We also carry a contractors license inasmuch as we construct and maintain all of the wiring for all of our buildings.

This is in addition to our regular work of operating a distribution system of approximately 2300 customers. We feel that we should be given an opportunity to make this installation if at all possible.

Your early attention to these matters will be appreciated so that if there is any change in the plan we will still be able to get the agreement and the papers back to you before the June meeting of the Highway Department. If there is any other information that you need kindly advise.

Yours truly,

/S/ M. O. Gardner

M.O. Gardner
City Manager

MOG/cm

COPY MADE - 6/17/53 - jl

Address All
Communications to
Executive Secretary
Postoffice Box 310
Oregon City, Oregon

CLACKAMAS COUNTY
CENTRAL LABOR COUNCIL
AFFILIATED WITH
The American Federation of Labor
Oregon State Federation of Labor
OREGON CITY, OREGON

MEETING PLACE:
Masonic Temple,
Main Street, Oregon City,
Every Second and Fourth
Wednesday, 8 P. M.

2-1622

3968

NOTED
State Highway Engineer

12.June 1953

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The Clackamas County Central Labor Council has voted to endorse your proposal and contract offered to the City of Oregon City to correct the traffic congestion at 7th and Main Sts, Oregon City, at the bridge intersection. This is the proposed contract submitted recently and reported in the press Tuesday, June 9th of this year.

Our affiliated unions report great inconvenience because of the lack of action in Oregon City and feel that the business community should cooperate in this matter.

We also feel that for a period of one hour it would be impossible to get an ambulance into or out of the Crown Zellerbach plant at West Linn because of this deplorable condition.

We thank you for the sincere efforts of your department in this matter.

Sinnerely yours,

William R. Perrin
William R. Perrin
Secretary

RECEIVED
JUN 15 1953
OFFICE OF
STATE HIGHWAY ENGINEER

PRINTED ON UNION WATERMARKED PAPER

RECEIVED
MAY 15 1953
FOR FILING

2-16037
3962

Cross Referenced to:
Maint
Traffic Safety
Channel.

May 14, 1953

Forest Grove

Oregon State Highway Commission

3625
0074
0088
00[illegible]

Gentlemen:

We have had a considerable number of complaints from Forest Grove relative to the intersection of the realigned highway through Forest Grove with Pacific Avenue near the west city limits of Forest Grove. Traffic approaching on the Wilson River Highway does so at rather high speed and results in a hazardous movement for traffic westbound on Pacific Avenue, which must cross inbound traffic on the highway. The new Forest Grove high school is located just west of this intersection, which further complicates conditions.

We have made an investigation and find that minor widening and installation of raised asphalt markers delineated by reflectorized night posts, estimated to cost $2,500, will eliminate this hazard, and I recommend that this be done. We have sufficient funds in our 1953 minor betterment "Channelization" budget to cover.

This matter will be on the next agenda, and I recommend your approval.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

[illegible]

cc Mr. W. W. Stiffler
Mr. F. B. Crandall
Mr. C. H. Maison

FORM E-90 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1953

SUBJECT: Intersectional Treatment
Wilson River--Pacific Avenue
Connection West of Forest Grove

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Reviewing briefly the above matter, I did in inter-office of April 6th last submit report and suggested treatment at the above location. You turned this back with request that certain revisions and alterations be made.

Transmitted herewith is revised prints of the treatment involving some additional paving, jiggle bars and reflectorized sight posts.

The estimated cost of the work is $2500.00. I return your file herewith.

FB Crandall
F. B. Crandall
Traffic Engineer

FBC:wm
Enc.

NOTED
W. C. WILLIAMS

RECEIVED
[illegible] 1953

RECEIVED
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FOR FILING

[illegible]
[illegible]
Lights
Forest Grove

May 4, 1953

Mr. M. O. Gardner
City Manager
City of Forest Grove
Forest Grove, Oregon

Dear Mr. Gardner;

This is to acknowledge your letter of May 1, 1953, in which you state that the Forest Grove City Council will discuss installation of the traffic signal at the intersection of Pacific Avenue and Main Street, approved by the Highway Commission at its April meeting.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:sl

cc F. B. Crandall,
Attn. J. Al Head

LESTER S. HUGHES, MAYOR
M. O. GARDNER, CITY MANAGER-TREASURER
G. E. RICHARDS, RECORDER
JAMES R. SHICK, ATTORNEY
N. J. GRIFFIN, POLICE
ROY THOMPSON, FIRE CHIEF

City of Forest Grove

THE CITY WITH THE LOW
BONNEVILLE ELECTRIC RATE

FOREST GROVE, OREGON

May 1, 1953

Mr. H. B. Glaisyer, Sec.
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Thank you for your letter of April 29, advising of the action of the State Highway Commission relative to the installation of a traffic signal at the intersection of Pacific Avenue and Main Street in Forest Grove.

This matter will be officially discussed at the next City Council meeting on May 11. I am sure the members of the City Council will be very happy to learn of this program and will take favorable action on the agreement when it is received.

Yours truly,

M. O. Gardner
City Manager

MOG/cm

RECEIVED
MAY 4 1953
OREGON
STATE HIGHWAY COMMISSION

Cross Referenced To: [illegible]

FORM E-30X 25M 11-60 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1963

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Seventh and Main Streets (OR43)
Oregon City

To: C. W. Enfield
Chief Counsel
Legal Department
Building

NOTED
W. C. WILLIAMS

At its meeting on April 8th and 9th, the State Highway Commission approved the installation of a traffic signal at the intersection of Seventh and Main Streets in Oregon City. This installation, which is predicated on the city making certain prohibitions of parking, etc., is on a 90-day trial basis.

It is believed that the following material should be included in the agreement:

1. The highway involved is the Oswego Highway, No. 3, OR43, which enters the City of Oregon City via the Willamette River Bridge (Seventh Street) and then makes a turn to the south on Main Street to its terminus at the intersection of Main and Fifth Streets.

2. The intersection involved is that of Seventh and Main Streets.

3. It is planned to install a fixed-time traffic signal at the intersection as shown on the attached plans.

4. The installation is estimated to cost $3,320. Of this amount, $3,200 is for the nominal signal installation and the remaining $120 represents the extra cost for the installation of extra length poles and transformer bases for joint usage by traffic signals and street luminaires.

5. The state shall make the installation either with its own forces or by contract, and in the first instance pay all costs thereof. That portion of the final cost having to do with the nominal traffic signal installation as mentioned above shall be shared equally by the city and the state. That portion of the cost caused by the joint pole installation in the amount of $120 shall be borne entirely by the city.

6. As is shown on the plans, the poles on the northeast and southwest corners of the intersection shall be used jointly for traffic signals and luminaires. The city shall remove the existing street light poles on these two corners complete with concrete bases. After the signal installation is completed, the city shall install the luminaire units on the signal poles at its own expense. The added cost for extra length poles and transformer bases is estimated to be $120. The city shall bear all of this added expense.

7. When returning the signed agreements, the city shall submit its check for $1,720.

8. The city shall maintain the signals after installation and pay for all electric energy consummed. The city shall not make any changes in the timing program without prior approval in writing from the state.

9. It is agreed between the two parties concerned that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

10. Upon returning the signed agreements, the city shall submit ordinances or resolutions caring for the following:

    (a) That the streetcar on Main Street shall not move south of 11th Street during the period from 3:00 to 6:00 P.M.

    (b) That there shall be no parking or stopping on either side of Main Street between Sixth and Eighth Streets and on the north side of Sixth Street between Main Street and McLoughlin Boulevard during the period from 3:00 to 6:00 P.M.

    (c) That the crosswalk at the southerly edge of the intersection of Seventh and Main Streets shall be closed to all pedestrian traffic.

    (d) That Eighth Street between Main Street and Railroad Avenue be one-way eastbound and Railroad Avenue between Seventh Street and Eighth Street be one-way southbound.

    All such ordinances or resolutions shall take effect when the traffic signal commences operation.

11. The city shall furnish permanent barricades to barricade the south crosswalk of the intersection of Seventh and Main Streets.

12. It is understood that this is a trial installation and shall remain in effect for 90 days after the signal has been put into operation. At the end of the 90-day trial period, conditions at the intersection shall be re-appraised and any necessary adjustments made.

If, after preparation, you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

F. B. Crandall

F. B. Crandall
Traffic Engineer

VJ:jl
Attach. 7
cc- W. C. Williams
J. W. Cattrall

RECEIVED
FOR FILING
3-1603
3968
OFFICE OF
CITY MANAGER

CITY OF OREGON CITY

OREGON CITY, OREGON

NOTED
State Highway Engineer

April 20, 1953

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In reply to your letter of April 15 regarding the signalization at the intersection of Seventh and Main (ORE43) Oregon City, upon receipt of the statement, will pay one-half the cost of installation and further agrees to pay the entire cost of maintenance and power consumption.

Very truly yours,

ROBERT A. FINLAYSON
General Manager

RAF:cn

~~REFERRED TO~~
Copy sent to Crandall
By State Highway Engineer

RECEIVED
APR 21 1953

RECEIVED
FOR FILING
3-1603
3968
OFFICE OF
CITY MANAGER

CITY OF OREGON CITY
OREGON CITY, OREGON

NOTED
State Highway Engineer

April 20, 1953

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

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Very truly yours,

ROBERT A. FINLAYSON
General Manager

RAF:cn

~~REFERRED TO~~
Copy sent to Crandall
By State Highway Engineer

RECEIVED
APR 21 1953

RECEIVED
MAY 21 1953
FOR FILING

3-1163

3968

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Referred to:
[illegible]
Traffic
Routing

April 17, 1953

9123
8209
2807
3666

Mr. Robert A. Finlayson
City Manager
Oregon City, Oregon

Dear Mr. Finlayson:

The Highway Commission at its meeting in Portland on April 8 approved the installation of a traffic signal at 7th and Main Streets in Oregon City at a total estimated cost of $3,200.00.

The approval was granted contingent upon the City agreeing to pay half of the cost of installation and to furnish all of the maintenance and the power for operation. An agreement is being prepared and, when completed, will be forwarded to you for signature.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FQ:ehr

RECEIVED
APR 17 1953
FOR FILING

3-1663

3968

April 15, 1953

Mr. Robert A. Finlayson
City Manager
Oregon City, Oregon

Dear Sir:

The Highway Commission, at the meeting on April 8, approved the plan of traffic regulation at the Oregon City bridge approach, including signalization at the intersection of 7th and Main (ORE43). This approval is conditioned upon the City's paying one half the cost of installation and the entire cost of maintenance and power consumption. P. Comm. minutes

Very truly yours,

R. H. Baldock
State Highway Engineer

hi

RECEIVED
FOR FILING

FORM E-30 25M 9-51 52315

3-11-53

3911

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

[illegible]
W. C. WILLIAMS

Dear Sir:

Herewith economic analysis for the Oregon City-West Linn bridges.

Very truly yours,

H. G. Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

RECEIVED
MAR 17 1953

ECONOMIC ANALYSES
Oregon City - West Linn Section
Oswego Highway

Note: I is the analysis of the one-way bridges compared with the continuance of present conditions.

II is the analysis of the one-way bridges compared with the proposed signalization and no-parking plan.

III is the analysis of the proposed signalization compared with the continuance of present conditions.

Item	Unit	I	II	III
Estimated Cost	$	1,200,000	1,200,000	5,000
Annual Cost	$	62,324	62,324	1,369
Fuel Function Benefits	$	2,036	2,036	—
Non Fuel Benefits	$	300,566	92,936	207,631
Total Annual Benefits	$	302,602	94,972	207,631
Q_B		4.86	1.52	151.67

3/17/53

Rev. 3/24/53

ECONOMIC ANALYSIS

Oregon City-West Linn Bridges
for One-Way Traffic
Oswego Highway

Estimated Cost ($)	1,200,000
Annual Cost ($)	62,324
Fuel Function Benefits ($)	2,036
Non Fuel Benefits ($)	219,957
Total Annual Benefits ($)	221,993
C_B	3.56

JO:sb

March 17, 1953

RECEIVED
1953
FOR FILING

3-16-53

[illegible]

March 17, 1953

Mr. E. B. MacNaughton, Chairman of Board
The First National Bank of Portland
P. O. Box 3457
Portland 8, Oregon

Dear Mr. MacNaughton:

With reference to the traffic problem at the Oregon City bridge, advise that insofar as the bridge itself is concerned, it will handle more than twice as much traffic as now passes over it. To illustrate, the Center Street bridge in Salem has carried up to 15,000 vehicles per day, and the Springfield bridge now carries 18,000 vehicles per day. Both of these structures have two lanes of traffic as does the Oregon City structure. The Willamette River bridge in Oregon City now carries less than 9,000 vehicles per day.

The problem is one of the approaches more than the bridge. The traffic cannot get away from the Oregon City end. We recommended that there be "no stopping" and "no parking" regulations on both sides of Main Street between Sixth and Eighth Streets and on the north side of Sixth Street between Main and McLoughlin Boulevard. We recommended that the instructions should apply throughout the twenty-four hours.

We also recommended the installation of a two-phase fixed-time signal at Seventh and Main Streets, as set forth in the original report that was transmitted to the City under date of August 7, 1952. This plan of operation specified closure of the southerly pedestrian way at the intersection. It is also necessary to prohibit left turns. It was likewise recommended that one-way, eastbound traffic be installed on Eighth Street between Main Street and Railroad Avenue, and one-way, southbound traffic on Railroad Avenue between Seventh and Eighth Streets.

We further recommended that the streetcars not be permitted to operate on Main Street south of Eleventh Street.

It is our thought that these regulations would clear up the bottleneck on the Oregon City end of the bridge head, and we have been willing for a long time to do our part involving one-half the signal cost. However, there was opposition on the part of the merchants, and the City had not taken action.

On February 20 of this year, I wrote to the City Manager and recommended that the plan be installed on a 90-day trial, with the exception that the trial plan provide that "no parking" regulations be in effect between the hours of 3:00 and 6:00 p.m. only, and likewise, the restriction on the streetcar movement be limited to these hours. I feel certain that the traffic will clear itself nicely between 3:00 and 6:00 p.m. but I am not at all certain that there will not be some congestion in the other hours due to the loss of one traveled way due to parking and the interference of the streetcar movement. Elimination of parking will open up another new moving-traffic lane on Main Street, which should materially expedite the movement of traffic across the bridge. The City has consented to the trial plan and the Highway Commission will consider my recommendation on April 8.

With reference to your postscript about the elimination of the grade crossing on Ninth Street, this is a very expensive matter and it is not one that directly concerns the State Highway Department. We have so many matters that do concern us that we must give our attention to them. This is a problem that involves the City and the railroad company.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:fp

E. B. MacNAUGHTON
CHAIRMAN OF BOARD
THE FIRST NATIONAL BANK OF PORTLAND
P. O. BOX 3457
PORTLAND 8, OREGON

March 13, 1953

Mr. R. H. Baldock
State Highway Engineer
State Highway Office Building
Salem, Oregon

Dear Mr. Baldock:

I own property located in the business center of Oregon City and our bank also is a substantial property owner in that city. I am sure you and your associates are cognizant of the serious congestion problem related to the inadequacy of the bridge across the Willamette from Oregon City to West Linn. Possibly you have made some preliminary studies for a solution. If so, are these in any form which would permit my reviewing them or having the benefit of your opinion? I would appreciate your advising me and, if possible, sending me copies of them.

Yours truly,

E B MacNaughton

E. B. MacNaughton

RECEIVED
MAR 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

EBM:mck

P. S. What thinking is being done about eliminating the grade crossing on the Southern Pacific line where the road comes down from upper Oregon City to the lower business level?

Very truly yours,

R. H. Baldock
State Highway Engineer

FBC:wm RHB:me

cc Mr. F. B. Crandall
Mr. C. H. Maison

RECEIVED
[illegible] 1953
FOR FILING

3-11-53
371 ✓

March 13, 1953

Oregon State Highway Commission

Gentlemen:

The traffic congestion on the Oregon City-West Linn bridge is becoming of increasing concern. The matter has been made the subject of investigation and reinvestigation on the part of the Traffic Engineer during the past two years. The traffic on this bridge is only about half of that now existing on the bridges at Salem and Springfield, but the congestion at the bridge head is the factor retarding traffic. A plan of treatment at the Oregon City bridge approach was recommended to the City for its consideration in August, 1952. Briefly, this plan recommended installation of a traffic signal at the intersection of 7th and Main ([illegible]), with specified manner of operation plus a "No Parking at Any Time" regulation on Main Street and sundry other locations necessary to obtain increased street capacity at the bridge head.

In the interim since submission of the afore-mentioned report several alternate treatments have been proposed by local people, chiefly the Newspaper and City Police. These alternate propositions have been reviewed by the Traffic Engineer and criticisms transmitted to city officials. It is still believed that the original plan as recommended to the City in August of last year is the best of several proposals that have been made.

In order to bring the matter to a conclusion I addressed a communication to Robert A. Finlayson, City Manager, on February 20, proposing a 90-day trial of our originally recommended plan with some minor adjustments. The City Manager has indicated agreement to the proposal, on the part of the City.

The over-all plan involves installation of a signal at 7th and Main ([illegible]), the total cost of which is estimated at $3,200. I recommend your approval of the installation on the basis of the usual 50-50 state-city financing, with the City committed to care 100 per cent for maintenance and power consumption.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

FBC:wm RHB:me

cc Mr. F. B. Crandall
Mr. C. H. Maison

RECEIVED
MAR 11 1953
FOR FILING

3-11-53

3968

March 10, 1953

Mr. Robert A. Finlayson
City Manager
Oregon City, Oregon

Dear Mr. Finlayson:

Please be advised that I will present the request for a traffic signal at the intersection of Seventh and Main Streets to the Highway Commission at its meeting on April 8.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. F. B. Crandall

CITY OF OREGON CITY

OFFICE OF
CITY MANAGER

OREGON CITY, OREGON

March 6, 1953

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

In reply to your letter of February 20, 1953, the City Commission on March 4 voted unanimously to go along with the State Highway Department for a 90 day trial period on the traffic plan, the salient features of which are given on page 3 of the above mentioned letter. You are requested to present the matter to the Highway Commission for its consideration as soon as possible.

Very truly yours,

Robert A. Finlayson
ROBERT A. FINLAYSON
General Manager

RAF:cn

RECEIVED
MAR 9 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING

FORM E-30X 25M 11-50 44702

3-1103

3968

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1953

SUBJECT: Traffic Estimates
West Linn - Oregon City Bridge

To: H. G. Smith

NOTED
W. C. WILLIAMS

In accord with the request from Mr. Oakes of your office, I hand you herewith one copy of estimate of traffic on the present Oregon City-West Linn Bridge and its distribution between several possible termini. The tabulation also contains a redistribution of this same traffic between the same terminal points based on the assumption that a new bridge is constructed and one-way operation on (7th and 8th Streets).

I call your attention to the fact that these traffic estimates are based upon judgment coupled with meager information obtained from manual traffic counts in the area. Basically I believe the assumptions are sound, but they would be subject to revision if an Origin-Destination Study were conducted.

F B Crandall

F. B. Crandall
Traffic Engineer

JAH:jr:wm
Attachment

cc - W. C. Williams - no attachment

[illegible]

FOR FILING

FORM E-30X 25M 11-50 44702

3-16-53

1968

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1953

SUBJECT:
Traffic Estimates
West Linn - Oregon City Bridge

To: H. G. Smith

NOTED
W. C. WILLIAMS

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I call your attention to the fact that these traffic estimates are based upon judgment coupled with meager information obtained from manual traffic counts in the area. Basically I believe the assumptions are sound, but they would be subject to revision if an Origin-Destination Study were conducted.

F B Crandall

F. B. Crandall
Traffic Engineer

JAH:jr:wm
Attachment

cc - W. C. Williams - no attachment

RECEIVED
1953
FOR FILING

3-1603

968

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1953

SUBJECT: 90 day trial signal,
No Parking, etc., 7th and Main
Oregon City, Oregon

To: R. H. Baldock

In accord with your instructions I phoned Finlayson, City Manager, Oregon City, regard your letter of February 20th last on the proposition of a 90 day trial plan of signalization, of no parking, etc.

Mr. Finlayson indicated that the City Commissioners had a meeting scheduled for Wednesday night of this week, at which time they would discuss the proposal and thereafter transmit their reaction. Mr. Finlayson indicated that he had discussed the proposal informally with some of the City Commissioners and all indications point to favorable reaction on their part with respect to the proposal made.

F. B. Crandall
Traffic Engineer

FBC:wm

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[illegible] 5 1953
FOR FILING

3-11-53

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PLANNING SURVEY SECTION
March 4, 1953

ESTIMATE OF TRAFFIC DISTRIBUTION
PRESENT AND PROPOSED BRIDGE
OREGON CITY - WEST LINN

A. LOCATION OF CONTROL POINTS:-

POINT	LOCATION
A	Crown-Zellerbach Access to ORE43 in West Linn
B	ORE212 west of ORE43 in West Linn
C	ORE43 north of ORE212 in West Linn
D	7th and Main Streets in Oregon City
E	8th and Main Streets in Oregon City
F	10th and Main Streets in Oregon City
G	10th and Water Streets in Oregon City
H	8th and Railroad Streets in Oregon City
7	Existing Willamette River Bridge
8	Proposed Willamette River Bridge

B. BASIC PREMISE FOR TRAFFIC ESTIMATES:-

1. On the existing Willamette River Bridge Eastbound Traffic:

    a. In 1938 before Left Turn prohibition off of bridge was put in distributed itself 50% west to north and 50% west to south and west to east.

    b. In 1952 after Left Turn off of bridge was ~~put in~~ Prohibited distributed itself 33% west to east and 67% west to south.

2. On the existing Willamette River Bridge Westbound Traffic:

    a. In 1952 collected from 33% south to west and east to west and 67% north to west.

3. Based on manual and machine counts the 1952 ADT on Willamette River Bridge was 9000 total vehicles per day uniformly distributed between eastbound and westbound.

C. PER CENT DISTRIBUTION OF TOTAL VEHICLES ON OREGON CITY - WEST LINN BRIDGE:-

CLASSIFICATION	PER CENT
Pass cars Oregon	86.6
Pass cars foreign	1.5
Light Trucks	7.7
Heavy Trucks	3.4
Semi Trailers	0.1
Full Trailers	-
Busses	0.7
Total	100.0

D. MOVEMENT SUMMARY:-

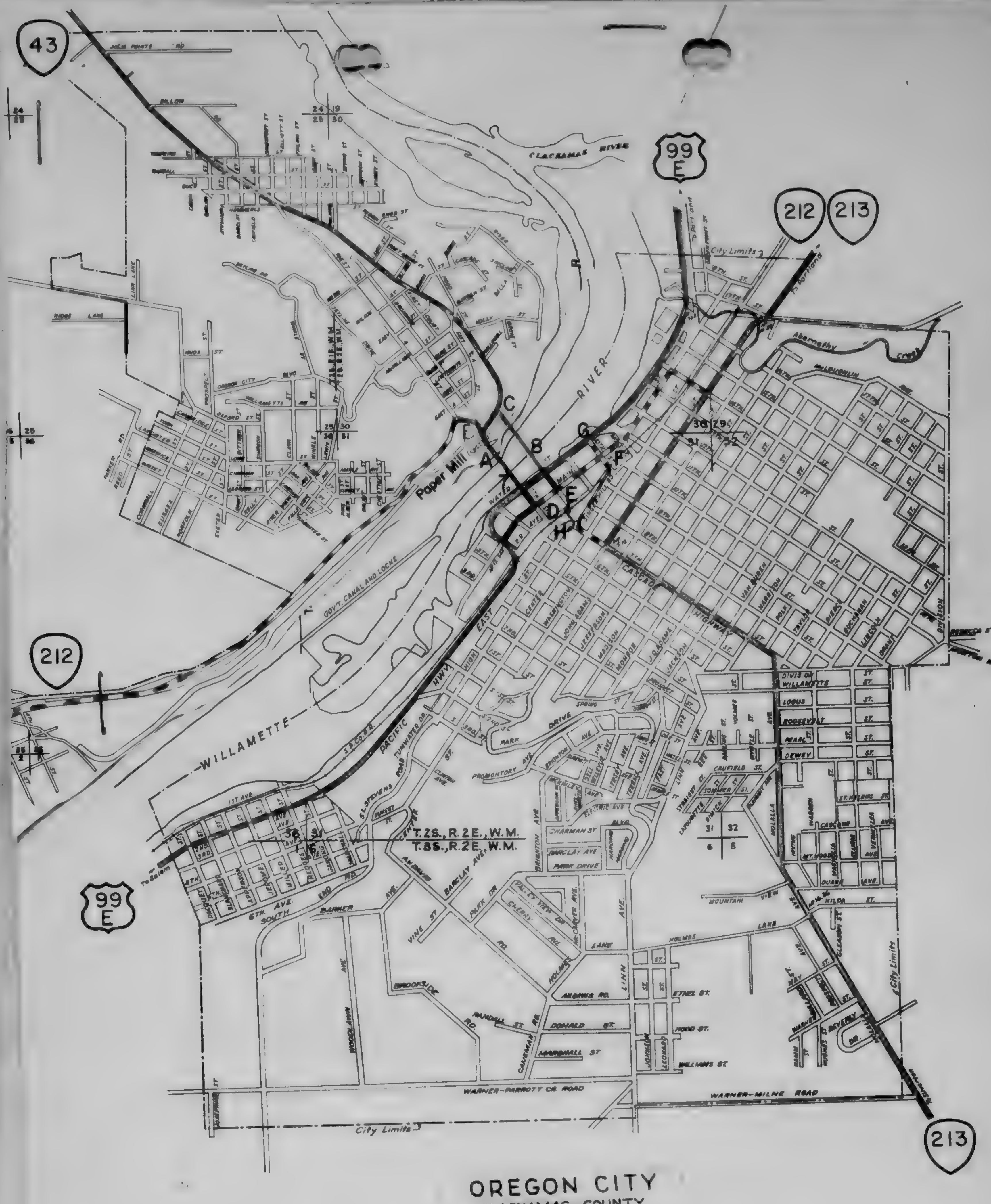
EASTBOUND TRAFFIC

Movement	BEFORE 2-way	AFTER 1-way
A-7-D	150	150
B-7-D	850	850
C-7-D	1250	1250
A-7-D-G	50	50
B-7-D-G	300	300
C-7-D-G	400	400
A-7-D-G-F	50	-
B-7-D-G-F	300	-
C-7-D-G-F	400	-
A-7-D-H-F	50	-
B-7-D-H-F	300	-
C-7-D-H-F	400	-
A-7-D-E-F	-	100
B-7-D-E-F	-	600
C-7-D-E-F	-	800
Total	4500	4500

WESTBOUND TRAFFIC

Movement	BEFORE 2-way	AFTER 1-way
D-7-A	100	-
D-8-A	-	100
D-7-B	600	-
D-8-B	-	600
D-7-C	800	-
D-8-B	-	800
G-E-D-7-A	75	-
G-F-E-8-A	-	75
G-E-D-7-B	400	-
G-F-E-8-B	-	400
G-E-D-7-C	600	-
G-F-E-8-C	-	600
F-E-D-7-A	125	-
F-E-8-A	-	125
F-E-D-7-B	700	-
F-E-8-B	-	700
F-E-D-7-C	1100	-
F-E-8-C	-	1100
Total	4500	4500

JAH:jr


43
99
E
212
213
CLACKAMAS RIVER
RIVER
WILLAMETTE
Paper Mill
GOVT. CANAL AND LOCKS
Abernethy Creek
City Limits
To Salem
A
B
C
D
E
F
G
H
P
T.2S., R.2E., W.M.
T.3S., R.2E., W.M.
CASCADE HIGHWAY
PACIFIC HWY. EAST
OREGON CITY BLVD
WILLAMETTE
PARK DRIVE
PROMONTORY AVE
CAUFIELD ST.
MOLALLA AVE.
MOUNTAIN VIEW
HOLMES LANE
HILDA ST
DIVIS OF WILLAMETTE
LOGUS ST.
ROOSEVELT ST.
PEARL ST.
DEWEY ST.
CHARMAN ST
BARCLAY AVE
PARK DRIVE
SOUTH END RD.
6TH AVE.
1ST AVE.
ETHEL ST.
HOOD ST.
DONALD ST.
MARSHALL ST
WILLIAMS ST.
ANDRWS RD.
RANDALL ST.
BROOKSIDE
WOODLAWN AVE.
LINN AVE.
JOHNSON
BEVERLY DR.
GLEASON ST.
VAN BUREN
HARRISON
POLK
TAYLOR
PIERCE
BUCHANAN
LINCOLN
DIVISION
WASHINGTON
JOHN ADAMS
JEFFERSON
MADISON
MONROE
J.Q. ADAMS
JACKSON
CENTER
HIGH
McLOUGHLIN
WARNER-PARROTT CR. ROAD
WARNER-MILNE ROAD
City Limits

OREGON CITY
CLACKAMAS COUNTY

Scale in Feet

WEST LINN

Scale in Feet

CLACKAMAS COUNTY

Rev 8-1-53

February 20, 1953

Mr. Howard Klemsen, Secretary
Local 68, International Brotherhood
  Pulp Sulphite and Paper Mills Workers
Post Office Box 550
Oregon City, Oregon

Dear Sir:

In response to your telegram of February 10 about the traffic situation at 7th and Main Streets in Oregon City, advise that in 1950 we sent a proposal for the prohibition of parking, which would materially alleviate the traffic congestion on this bridge. Insofar as the bridge itself is concerned, the bridge will handle more than twice as much traffic as now passes over it.

To illustrate, the Center Street bridge in Salem has carried up to about 15,000 vehicles per day, whereas the Willamette River bridge at Springfield now carries about 18,000 vehicles per day. The Willamette River bridge at Oregon City carries less than 9,000 vehicles per day. The problem is one of the approaches more than the bridge. The traffic cannot get away from the Oregon City end.

In 1952, at the request of the City, we made further study and recommended a complete plan for the Oregon City bridgehead, involving prohibition of parking and traffic-control signals at 7th and Main Streets. Subsequent thereto, there has been a plan submitted by the Enterprise-Courier, and Mr. Crandall reviewed this plan in a letter to Mr. Finlayson, City Manager, dated January 20, 1953, a copy of which is attached.

There was recently submitted another traffic plan by the Oregon City Police Department, and I am writing to Mr. Finlayson today in this regard and am attaching a copy of my reply to him.

We have modified our suggestions to some extent and recommend that a 90-day trial period be given to the suggested plan.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosures (2)
RHB:lg hi

cc Mr. Robert A. Finlayson

Mr. Baldock

REFERRED TO
~~Mr. Crandall~~
~~By State Highway Engineer~~
Please see me about this.

February 10, 1953

Mr. Howard Klemsen, Secretary
Local 68, International Brotherhood
Pulp Sulphite and Paper Mills Workers
Oregon City, Oregon

Dear Sir:

Receipt is acknowledged of your telegram of February 10 having reference to traffic conditions at 7th and Main Street in Oregon City.

Mr. Baldock is out of the state until this week end, but I am certain he will give matters referred to in your wire consideration immediately on his return.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

RECEIVED
FEB 16 1953
TRAFFIC ENGINEER

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1220

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

FEB 10 PM 2 08

PR.LLH167 LONG NL PD=OREGONCITY ORG 10=

MR BALDOCK CHAIRMAN, STATE HIGHWAY COMMISSION=
SALEM ORG=

WE ARE CONCERNED THAT IN THE CLAMOR FOR PUBLIC IMPROVEMENTS IN CLACKAMAS COUNTY THE TRAFFIC SITUATION AT 7TH AND MAIN ST OREGON CITY WILL LOST SIGHT OF. THIS THE BRIDGE INTERSECTION SO VEXING TO OUR MEMBERS WHO ARE EMPLOYED AT CROWN WILLAMETTE WEST LINN AND WHO MUST USE THIS ROUTE IN THE EVEING TO GET HOME. THE COMMISSION WAS GOOD ENOUGH TO STUDY THIS PROBLEM AND MAKE RECOMMENDATIONS. A SLIGHTLY MODIFIED PLAN WAS RECOMMENDED BY A CITIZENS COMMITTEE APPOINTED BY THE MAYORS OF OREGON CITY AND WEST LINN. IT IS OUR UNDERSTANDING THIS PLAN IS IN THE COMMISSIONS HANDS FOR STUDY. OUR PEOPLE ARE DIRECTLY CONCERNED WITH THIS ONE TRAFFIC PROBLEM AND MUST SUFFER WHILE WAITING THE SOLUTION. WE HAVE CONFIDENCE TAT A TRAFFIC CONTROL PLAN AT THIS POINT 7TH AND MAIN WHICH THE COMMISSION CAN APPROVE WILL BE BENEFICIAL TO THE COMMUNITY. WE PLEAD WITH THE COMMISSION TO MAKE HASTE AND TO TAKE THIS INTOLERABLE SITUATION AT THIS POINT OFF OUR BACS=

HOWARD KLEMSEN SECRETARY LOCAL 68 INTERNATIONAL
BROTHERHOOD PULP SULPHITE AND PAPER MILLS WORKERS
OREGON CITY ORG=..

NOTED
W. C. WILLIAMS

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Crandall

- F. B. Crandall
Traffic Engineer

[illegible] FOR FILING

FORM [illegible]

3-16[illegible]

3961 ✓

Cross Referenced To:
Maint.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1952

SUBJECT: 7th and Main Streets
Oregon City

To: Mr. W. C. Williams

NOTED
W. C. WILLIAMS

On November 18 Mr. Val Johnson met with Mr. Finlayson, City Manager, and a Citizens Committee in regard to the proposed improvements at the intersection of 7th and Min in Oregon City. This Committee has been established for the purpose of considering the improvements as proposed by the State Highway Department and then "selling" them to the citizens of the city.

The report has been well received by the Committee, and they were willing to accept all of the proposals with the exception of the all-day prohibition of parking on Main Street. It was the original thought of the Committee that it would be necessary to prohibit parking only between the hours of 3:30 and 5:30 p.m.

It was explained that traffic at this intersection could be handled only if four-lane movement was possible on Main Street so that traffic approaching the intersection from the bridge ramp could be given the larger portion of the green signal time. With such a division in signal time, four-lane movement on Main Street is absolutely necessary. It waspointed out from the data in the report that there are only three hours during the day when the traffic volume on the north leg of the intersection does not exceed the capacity of this approach under one-lane movement.

Prior to adjourning, the Committee voted to accept the report as originally submitted and to recommend its acceptance by the City Commission.

This interoffice is purely informational, and no further action is needed insofar as our department is concerned.

F. B. Crandall

F. B. Crandall
Traffic Engineer

FBC:ws

RECEIVED
SEP [illegible] 1952
FOR FILING

[illegible]
Traffic
[illegible]
Or. City

Cross Referenced To:

September 11, 1952

Mr. Howard Klemsen, Secretary
Post Office Box 550
Oregon City, Oregon

Dear Sir:

I am in receipt of your letter of September 3 apprising us of traffic congestion on the Oregon City-West Linn Bridge. I wish to advise that the State Highway Department and the City of Oregon City are thoroughly cognizant of this problem and are currently working toward a solution.

The City is considering the advisability of certain parking prohibitions on Main Street, which if approved by the City would ultimately call for the installation of a traffic signal. The installation of the signal and the prohibition of parking will increase the number of vehicles that it is possible to put through the intersection of Seventh and Main Streets and thus relieve the congestion currently existing on the Oregon City-West Linn Bridge.

We do appreciate your interest in this matter, but I assure you that Mr. Finlayson, City Manager of Oregon City, and the State Highway Department are working jointly toward a possible solution. I would suggest that you and your organization confer with Mr. Finlayson and give him your whole-hearted support in implementing a program that will relieve congestion on the bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. R. A. Finlayson
Mr. F. B. Crandall

JAH:Mgt 1g

Affiliated with
Pacific Coast Pulp and
Paper Mill Employees'
Association

Oregon State Federation
of Labor

Clackamas County Central
Labor Council

OCAL NO. 68

Address
All Communications

Date: September 5, 1952

ASSIGNMENT

No. 3666
By

Description: Letter from Oregon City Local No. 68, Oregon City, dated September 3, 1952 re traffic congestion on the West Linn Bridge in Oregon City.

Acknowledged by ----- Referred to -- F. B. Crandall ✓ ----

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XX Return with rough draft of reply
Please prepare for --- signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ------ Report received --------

Remarks:

Mr. Ba
State Highway Depar
Salem, Oregon

Dear Sir:

Local #68, International Brotherhood of Pulp Sulphite and Paper Mill Workers, Union of Oregon City, has instructed me to write you concerning the traffic congestion on the Oregon City, West Linn bridge.

A great number of our members are subjected to this bad traffic condition every day of the week and after a hard day's work it is a trying job to endure this condition day in and day out. For the sake of safety to life and property the State and City should immediately do something to alleviate this bad condition.

Recently an industrial accident at Crown Zellerbach of West Linn, which involved a very painfull injury and case of shock to the injured person, became more serious when the ambulance carrying him to the local hospital was seriously delayed due to the traffic congestion. Such cases as this bring to our minds the serious side of such a traffic condition.

We would appreciate any consideration you might give this condition and will cooperate with you to the fullest extent in helping to remedy this traffic condition.

Sincerely yours,

Howard Klemsen
Howard Klemsen, Sec.

Copy to: Mr. Finlayson, City Manager, Oregon City, Oregon

NOTED
W. C. WILLIAMS

NOTED
J. AL HEAD

Affiliated with
Pacific Coast Pulp and
Paper Mill Employees'
Association

Oregon State Federation
of Labor

Clackamas County Central
Labor Council

OREGON CITY LOCAL NO. 68

International Brotherhood of Pulp, Sulphite and Paper Mill Workers

PAPYRUS

Affiliated with American Federation of Labor, Trades and Labor Congress of Canada, and Newfoundland Federation of Labor.

Address
All Communications
to
SECRETARY
Post Office Box 550
Oregon City
Oregon

3

OREGON CITY, OREGON, Sept. 3, 1952

PLEASE RETURN TO
W. C. WILLIAMS

Mr. Baldack
State Highway Department
Salem, Oregon

Dear Sir:

Local #68, International Brotherhood of Pulp Sulphite and Paper Mill Workers, Union of Oregon City, has instructed me to write you concerning the traffic congestion on the Oregon City, West Linn bridge.

A great number of our members are subjected to this bad traffic condition every day of the week and after a hard day's work it is a trying job to endure this condition day in and day out. For the sake of safety to life and property the State and City should immediately do something to alleviate this bad condition.

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We would appreciate any consideration you might give this condition and will cooperate with you to the fullest extent in helping to remedy this traffic condition.

Sincerely yours,

Howard Klemsen
Howard Klemsen, Sec.

Copy to: Mr. Finlayson, City Manager, Oregon City, Oregon

NOTED
W. C. WILLIAMS

NOTED
J. AL HEAD

RECEIVED
AUG 1 [illegible] 1952
FOR FILING

Main
Traffic
[illegible]

August 7, 1952

Mr. R. A. Finlayson
City Manager
City Hall
Oregon City, Oregon

Dear Mr. Finlayson:

As a result of discussions held between your office and that of our Traffic Engineer, certain investigations have been made, and attached hereto is a report covering the results of this investigation and our recommendations for improving traffic conditions at the intersection of Seventh and Main Streets in Oregon City.

Inasmuch as considerable prohibition of parking is proposed and the installation of a traffic signal will function only if this prohibition is instituted, this matter is being forwarded to you for your consideration. If the City concurs in these recommendations, kindly advise, and we will be pleased to present the matter to the State Highway Commission for its consideration and action.

If both the City and the State Highway Commission approve the overall plan, the signal installation, estimated to cost $3,200.00, would be borne equally by the City and the State. Please advise the decision of the City Council. The Council has control over the parking; the Highway Commission does not.

If the City is favorable, I will recommend the adoption of the plan to the State Highway Commission. Since the need is so great, I hope that both bodies approve the plan.

Very truly yours,

R. H. Baldock
State Highway Engineer

JAH:mgt RHB:hi
cc Mr. F. B. Crandall

(Report in Traffic Engineer's file:
"OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
July - 1952
INVESTIGATION OF TRAFFIC HAZARDS
Seventh and Main Streets (ORE43)
Oregon City")

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1952

SUBJECT: Seventh and Main Streets--ORE43
Oregon City

To: Mr. W. C. Williams

I am resubmitting detailed report with respect to the traffic situation and the proposed treatment at the intersection of Seventh and Main (ORE43) in Oregon City, revised as per verbal discussion had with Mr. Baldock.

Reviewing very briefly, this is the detailed report which City Manager Finlayson desired in an effort to sell the idea to city officials. In this regard, I believe the suggested draft to Mr. Finlayson, as corrected, is O.K.

FBCrandall
F. B. Crandall
Traffic Engineer

FBC:t

RECEIVED
AUG 5 1952
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 82316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1952

SUBJECT: Investigation of Traffic Hazards
Seventh and Main Streets - ORE43
Oregon City

To: W. C. Williams

For some time past Mr. R. A. Finlayson, City Manager of Oregon City, has been requesting us to give further study to the intersection of Seventh and Main streets. You will recall that we submitted a plan on September 25, 1950 to the City which was an outgrowth of conferences between the City, Chamber of Commerce, and our Department wherein certain parking prohibitions and establishment of one-way streets was proposed.

Mr. Finlayson has not been able to "sell" the merchants on Main street on the parking prohibition. At the same time, City officials are being besieged with requests for some improvement in conditions. It was Mr. Finlayson's thought that if he were given facts and figures he might be in a better position to advise Oregon City business men, and perhaps develope the original plan.

To this end I have prepared a suggested draft of a letter to Mr. Finlayson and attached hereto a copy of a report to forward to him (there is one additional copy of this report in our files). The recommendations contained in this report are the same as those in the September 25, 1950 report with the exception that the latest plan does not propose to make Seventh Street one-way.

7/24/5[illegible]
[illegible]
Submitted [illegible]

F. B. Crandall
F. B. Crandall
Traffic Engineer

JAH:Mgt

Attachments

RECEIVED
JUL 18 1952
OFFICE OF
STATE HIGHWAY ENGR.

RECEIVED
MAR 9 - 1951
FOR FILING

3-11-55

3[illegible]

March 8, 1951

Mr. M. A. Willson, Mayor
City of West Linn
West Linn, Oregon

Dear Sir:

I attach hereto a copy of a letter addressed to the Oregon State Police by Mr. Lloyd A. Read of West Linn. The letter was referred to the State Highway Department by the State Police.

The matter of parking at the north approach to the West Linn bridge was brought up several years ago, and at that time it was the opinion of the State Highway Department that parking should be so restricted. It is our understanding, however, that such parking was not favored by the business interests of West Linn, and the matter was dropped.

If the City of West Linn desires to establish "no parking" at the bridge approach, the State Highway Commission will concur.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

cc Mr. F. B. Crandall

FORM E-30 25M 6-50 42286

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1951

SUBJECT: Request for No Parking Restrictions
Oswego Highway - West Linn

To: Mr. W. C. Williams

[illegible]
W. C. WILLIAMS

Attached is correspondence received in this office on the above subject, and I refer you to previous correspondence, not on this particular subject, but one closely related. On January 18, 1951 Mr. Baldock wrote to Mayor M. A. Wilson of West Linn; on February 28, 1950 (assignment WCW 2208) Mr. Crandall wrote to you on the same general subject, and further correspondence going back during the war years points out that this office has always concurred in the suggestion made by Mr. Lloyd A. Read, but the City has been somewhat hesitant in implementing this action. If you concur, I recommend that a letter be addressed to the City advising them of Mr. Read's request and stating that the Highway Department, from a traffic standpoint, favors the prohibition of parking on the north side of the Oswego Highway from the west end of the Oregon City Bridge, westerly to a point beyond the Willamette Road intersection.

This parking was actually restricted at the time we "sand bagged" this intersection. If my memory serves me correctly, the prohibition of this parking was one of the reasons that the merchants along this side of the street objected to the channelization treatment; thus, I doubt very much if the City would take any positive action.

J. Al. Head
J. Al. Head
Assistant Traffic Engineer

JAH:bv

Attachment

oncoming traffic

RECEIVED
FEB 6 - 1951
OFFICE OF
[illegible] ENGINEER

Department of State Police
HEADQUARTERS
SALEM

February 5, 1951

Mr. Lloyd A. Read
Route 1, Box 451
West Linn, Oregon

Dear Mr. Read:

We are referring your letter of February 1 to the traffic engineer's office of the state highway commission.

COPY

Very truly yours,

Walter Lansing

Walter Lansing, Captain

WL:as

RECEIVED
FEB 6 1951
TRAFFIC ENGINEER

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JAN 19 1951
FOR FILING

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cc Mr

Mr

February 1, 1951.

Oregon State Police:

I wish to report a traffic hazard at the West end of the Oregon City-West Linn bridge. A West Linn traffic ordinance, with the sanction of the State Highway Dept., permits parking in front of business places on the North approach of the bridge. I live beyond the town of Willamette; and, am compelled to make the left turn at the West end of the bridge across the southbound traffic lane. When cars are parked at this end of the bridge, our

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JAN 19 1951
FOR FILING

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3968

Mr. M. A. Willson,
City of West Linn
West Linn, Oregon

2407
2208
2123

Dear Sir:

A represent
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Granting such is the
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subject, addressed to
the recommendations p
extent that might be
situation considerabl
of the two cities pro

cc Mr. Raymond F. Cau
Oregon City, Oregon

Mr. F. B. Crandall

---

vision of oncoming traffic is almost totally obscured until we get out into their lane. This traffic almost always greatly exceed the indicated 25-mile speed.

I think a careful survey of conditions at this corner will justify prohibition of parking at any time. merchants there can provide "off-the-street" parking in the rear of the building.

Lloyd A. Read
Rt. 1- Box 451,
West Linn, Ore.

RECEIVED
JAN 19 1951
FOR FILING

3-11-3

3916

January 18, 1951

Mr. M. A. Willson, Mayor
City of West Linn
West Linn, Oregon

2407
2208
2123

Dear Sir:

A representative of our Department met with you recently and discussed the traffic situation in West Linn. I believe it was generally agreed that the primary cause of the congested situation in West Linn, particularly during peak-hour flow, is traceable to conditions that prevail at the Oregon City end of the bridge. Granting such is the case, I have no recommendations to offer over and above those contained in my letter of September 25, 1950 on the subject, addressed to Mayor R. P. Caufield of Oregon City. Although the recommendations previously made would not offer relief to the extent that might be desired, I believe that they would help the situation considerably and would again suggest that the officials of the two cities proceed with their implementation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Raymond P. Caufield, Mayor
Oregon City, Oregon

Mr. F. B. Crandall

FORM E-30 25M 8-50 42299

OREGON STATE

No. 2407 wcw
By

ASSIGNMENT

Date: January 5, 1951

Description: Your letter of November 28, 1950 and attached file re traffic conditions at West Linn

Acknowledged by ------ Referred to Crandall ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply for Mr. Baldock ---------- signature
Please prepare for ------------------

Assignment executed 1-12-51 me Report received ----------

Remarks: Letter to Mayor Willson. WCW

(Please return entire file.)

To: Mr.

With reg
to Mayor
traffic

It seems
Linn, part ... congested situation in West
prevail at ... is traceable to circumstances that
Oregon Cit ... end of the bridge. As regards the situation at the
... frankly do not have much more to offer than as contained in
previously submitted report, the salient points of which were set forth in Mr. Baldock's letter of September 25 last, addressed to Mayors Caufield and Willson of Oregon City and West Linn respectively. For ready reference, I am attaching copy of Mr. Baldock's letter, along with sketch map showing salient features of recommendations made. With respect these previous recommendations, about the only comment or change I would have to offer would be that the "No Parking At Any Time" might be toned down to parking restriction which would be effective only during peak hour flow.

Mayor Willson, in his letter of September 26 on the subject, suggests the possibility of providing a pedestrian underpass at the Oregon City end of the bridge. This heavy pedestrian flow across the Oregon City end of the bridge is admittedly one of the principal factors causing congestion; however, I doubt if pedestrian underpass under the bridge approach would be feasible. Physical conditions of grade are such that any pedestrian underpass would have to be pretty well removed from the intersection proper, in order to obtain adequate pedestrian head room under the existing bridge approach.

Notwithstanding Mr. Baldock's letter of September 25 to the mayors of the two cities, about the only portion of our recommended plan that has been put into effect is parking restriction on the west side of Main between 6th and 7th streets. Observation discloses that this restriction has helped quite a bit; however, it is believed that further betterment could be realized if more extensive measures, as contained in our recommendation, were put into effect.

NOTED
W. C. WILLIAMS

FBC/mah

Attachments

NOTED
W. W. STIFFLER

F B Crandall
F. B. Crandall
Traffic Engineer

FORM E-90 25M 8-50 43299

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2[illegible], 1950

SUBJECT: Traffic conditions - West Linn

To: Mr. W. C. Williams

Assignment [illegible]-2208

[illegible]

With regard above indicated assignment, and particularly Mr. Baldock's letter to Mayor Willson of West Linn, contact has been made with the mayor and the traffic situation discussed.

It seems pretty much agreed that primary cause of congested situation in West Linn, particularly during peak hour flow, is traceable to circumstances that prevail at the Oregon City end of the bridge. As regards the situation at the Oregon City end, I frankly do not have much more to offer than as contained in previously submitted report, the salient points of which were set forth in Mr. Baldock's letter of September 25 last, addressed to Mayors Caufield and Willson of Oregon City and West Linn respectively. For ready reference, I am attaching copy of Mr. Baldock's letter, along with sketch map showing salient features of recommendations made. With respect these previous recommendations, about the only comment or change I would have to offer would be that the "No Parking At Any Time" might be toned down to parking restriction which would be effective only during peak hour flow.

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NOTED
W. C. WILLIAMS

F B Crandall
F. B. Crandall
Traffic Engineer

FBC/mah

Attachments

NOTED
W. W. STIFFLER

RECEIVED
OCT 25 1950
FOR FILING

3-1603

3168

October 4, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ASSIGNMENT

Date: October 5, 1950

No. 2208 wcw
By

Description: Letter of Sept. 26 by M. A. Willson, Mayor of West Linn, re traffic conditions at west end of Oregon City bridge; also Mr. Baldock's reply of October 4

Acknowledged by _____ Referred to Grandall

xx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

Assignment executed 10-5-50 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

and we hope the investigation [illegible] thereafter.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

(Traffic conditions at west end of Ore. City bridge)

RECEIVED
OCT 5 1950
FOR FILING

3-1603

391-8

October 4, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. M. A. Willson
Mayor
West Linn, Oregon

Dear Mr. Willson:

Replying to your letter of September 26, I will be pleased to have Mr. F. B. Crandall, Traffic Engineer for the State Highway Department, make an investigation of the matters brought forth in your letter.

Mr. Crandall is out of the state for the time being but will return within the next two weeks, and we hope the investigation can be made shortly thereafter.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

(Traffic conditions at west end of Ore. City bridge)

CITY OF WEST LINN
OFFICE OF
CITY RECORDER
WEST LINN, OREGON

September 26, 1950.

Mr. R. H. Baldock,
Oregon State Highway Engineer,
c/o Imperial Hotel,
Portland, Oregon.

NOTED
W. C. WILLIAMS

Dear Sir:

Confirming our telephone conversation of this date, we would appreciate your department making a survey of traffic conditions at the west end of the Oregon City bridge. We realize the more serious problem is the handling of the traffic on the east end but we have a congestion at our end due to the difficulty of cross traffic attempting to get through the line-up. A careful study by some of your engineers might result in a solution to this problem.

Also, we wonder if any consideration was given the possibility of constructing a pedestrian underpass on the east end of the bridge. No doubt in your just completed study of this problem you found that a great deal of the traffic congestion was due to pedestrians passing across the bridge approach. If construction of a passageway under the end of the bridge was practical it would at least alleviate this condition.

Thanking you for past considerations, I am

Yours respectfully,

M. A. Willson

M. A. Willson,
Mayor.

MAW:HK

PLEASE RETURN TO
W. C. WILLIAMS
[illegible]

RECEIVED
SEP 27 1950
FOR FILING

3-1603

396-V

September 25, 1950

Mr. Raymond P. Caufield, Mayor
Oregon City, Oregon

Mr. Merritt A. Willson, Mayor
West Linn, Oregon

Gentlemen:

In conformance with your letter of August 21, I have caused a survey and investigation to be made of the traffic problem at the Willamette River bridge between the cities of West Linn and Oregon City. On the basis of such survey and investigation, I present to you the following data:

In the first instance, it is not structurally feasible to take a southbound ramp off the Oregon City bridge over the Willamette River. The east pier of the main arch span is immediately alongside the west edge of the Pacific Highway. A southbound ramp would necessarily take off the bridge west of the highway in order to feed traffic in on the right-hand lane. This would necessitate attaching the ramp to the arch span itself, and, if any acceptable curvature is to be obtained, the connection would have to be at least as far west as the middle of the span. This arch span will not safely take the additional load of the approach ramp, nor would it be feasible to bring the roadway through the hangers which support the deck in the central portion of the span. The river channel is quite deep adjacent to the main pier, and foundations beyond the line of this pier could not be kept in place during flood stage.

The establishment of a "no left turn" either off or onto the bridge from Main Street in Oregon City would be of considerable benefit. The establishment of one-way traffic on 7th Street between the railroad and Main Street and the designation of certain "no parking" areas would further improve the situation. Finally, it may be necessary to install a signal at the intersection of Main and 7th Streets.

I attach hereto a sketch map on which is indicated, by proper symbol, the proposed routing of traffic, "no parking" areas, and a signal installation, if required. I would suggest that the plan be put into effect at an early date without signal control, and, if it is indicated that the signal is required for effective operation, we will consider the matter further with you. If a signal is installed it would necessarily have to be on the basis of 50 per cent cooperation between the State and the cities.

If there is any more information I can furnish you in this regard, I will be very pleased to do so.

Very truly yours,

R. M. Baldock
State Highway Engineer

WCW:me hi
Encl.
cc Mr. W. C. Williams
Mr. F. B. Crandall

P. S. I think signal is necessary to control pedestrian traffic.
R.M.B.

FORM E-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1950

SUBJECT: Traffic
East End West Linn-Oregon City Bridge

To: Mr. W. C. Williams

With regard the above indicated subject I have, in accord with your instructions, looked into the matter further and come up with a supplement to my inter-office report previously submitted.

In general, let me state again that the traffic situation at this particular spot is bad, not only during peak hour flow, but during daytime off-peaks as well. The whole situation is basically a lack of street capacity at the bridge end to adequately handle the volumes as are being imposed. Three forms of treatment or a combination thereof suggest themselves, namely:

1. Establishment of one-way streets
2. Parking prohibition
3. Signalized control.

I refer you to the attached plat whereon I have layed out some thoughts which I believe will facilitate traffic and which incorporate greater or lesser use of the above three indicated proposed treatments. The "no parking at any time" restrictions as indicated on the plat will probably raise a mighty furor if attempted, however, I say again it is a matter of being controlled by a certain amount of street area to work with and somebody is going to have to decide what proportion the available street areais to be given to the storage of vehicles and moving traffic.

With regard signalization at the intersection of 7th and Main, I believe that the parking restrictions as shown should be made effective and made a condition precedent to any signal installation. I should mention probably that there is the Portland Electric Power rail line running up and down Main Street, which is not indicated on the plat. Turning back to the signal, you will note that all left turns will be prohibited except the movement from 7th Street on the east (or south). It is felt that this exception would be necessary in order not to run into too much difficulty with regard bus routing, and with one-way flow on 7th Street between Main and Railroad Avenue, there would be no conflict between left turn and oncoming traffic.

In making Railroad Avenue one-way traffic between 5th and 7th, it was thought that we should endeavor to attract as much traffic to the bridge via this route as possible. It is admitted that it would be a difficult thing to sign, but I think it could be done. The alternative to the Railroad Avenue routing to the bridge would be the loop movement via 5th, Water Street, 8th, Main and right turn onto the bridge. There is an objection to development of a heavy right turn movement onto the bridge by reason of conflict with large volumes of pedestrian movement which prevail across the bridge end. Any traffic we could attract to the Railroad Avenue routing would move straight onto the bridge and have a clear-cut, unimpaired right-of-way. I reiterate that the proposition as submitted would probably raise considerable hew and cry by reason of extensive no parking restrictions, and I guess I neglected to mention that I believe these parking restrictions should be a 24-hour proposition rather than peak hour only; however, the plan as a whole is about the best I have to offer.

F. B. Crandall
Traffic Engineer

FBC:bv
Attachment

RECEIVED
SEP 14 1950
FOR FILING

3-1603

3968

September 12, 1950

Mr. William R. Perrin, Secretary
Clackamas County Central Labor Council
Postoffice Box 310
Oregon City, Oregon

Dear Mr. Perrin:

In response to your letter of August 22, advise that the State Highway Department is conducting a traffic survey at Oregon City. Your suggestion will be given every consideration when the report is laid on my desk.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl

Mr. Crandall:
What do you think of this suggestion?

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 6, 1950

SUBJECT: Traffic Congestion - Oregon City - West Linn Vicinity

To: Mr. W. C. Williams

ASSIGNMENT: WCW 2123

With regard above indicated matter; namely, congestion on the bridge between West Linn and Oregon City, I have looked this thing over on the ground and reviewed our previous investigation and frankly I have nothing new to offer, particularly. The letter of August 21 last over the signatures of the two mayors indicates that the City has passed a resolution prohibiting parking during the 4:00 to 6:00 P.M. rush hour on the west side of Main Street between Sixth and Seventh, and on the north side of Sixth Street between Main and the Pacific Highway. Such regulations made effective and coupled with left turn prohibition with respect to traffic off the bridge is about the most that can be done.

The idea of a ramp for West Linn to south traffic off of the existing bridge would not seem structurally possible in view of the type of bridge. I personally cannot see whatever can be done on this bridge approach as will provide capacity to handle the existing over-load and that as will get progressively greater as time goes on. The business section of Oregon City is jammed up against the bluff with no room to work in as far as interchange facilities are concerned. I think the ultimate answer lies in a new bridge structure so located that physical conditions at the approaches will permit of adequate interchange at the bridge ends. I realize this, of course, is getting up in the clouds and is something that would only come in the very distant future.

I am returning your file.

For F. B. Crandall
Traffic Engineer

FBC:brs
Attachment

Address All
Communications to
Executive Secretary
Postoffice Box 310
Oregon City, Oregon

CLACKAMAS COUNTY
CENTRAL LABOR COUNCIL
AFFILIATED WITH
The American Federation of Labor
Oregon State Federation of Labor
OREGON CITY, OREGON

MEETING PLACE:
Masonic Temple,
Main Street, Oregon City,
Every Second and Fourth
Wednesday, 8 P. M.

27 August 1950

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Since I was instructed to write you relative to the traffic congestion at the Oregon City end of the Oregon City-West Linn bridge, I notice in the paper that the Highway Commission is going to conduct a traffic survey.

Now I was instructed to suggest that procedure as a suggestion of this Council. May we suggest that you go forward with a thorough and complete survey and make recommendations as a sesult letting the chips fall where they will?

As a friendly suggestion, is it possible to re-route traffic on main st. just north of the bridge so that none of that traffic intercepts the bridge flow?

If the State Highway Department wishes to construct a new bridge in this area, there probably will be little objection but if the two cities are expected to bear the cost, I would expect considerable objection. That is my private opinion.

Sincerely yours,

William R. Perrin

William R. Perrin
Secretary

CLACKAMAS COUNTY
CENTRAL LABOR COUNCIL
AFFILIATED WITH
THE AMERICAN FEDERATION OF LABOR
OREGON STATE FEDERATION OF LABOR
OREGON CITY, OREGON

MEETING PLACE:
Masonic Temple,
Main Street, Oregon City,
Every Second and Fourth
Wednesday, 8 P. M.

27 August 1950

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State Highway Engineer
State Highway Department
Salem, Oregon

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Now I was instructed to suggest that procedure as a suggestion of this Council. May we suggest that you go forward with a thorough and complete survey and make recommendations as a result letting the chips fall where they will?

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Sincerely yours,
William R. Perrin
William R. Perrin
Secretary

PRINTED ON UNION WATERMARKED PAPER

CITY OF OREGON CITY

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ASSIGNMENT

Date: August 23, 1950

No. 2113
By

Description: Letter of August 21 from city officials of Oregon City, file attached (2), re traffic problem on Oswego Highway on Willamette River Bridge between West Linn and Oregon City

Acknowledged by ----- Referred to -- Crandall -------

xx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for -----------------
----------------------------- signature

Assignment executed 9-10-50 Report received --------

Remarks:

See me before your investigation. I have noted your report of Aug. 21 attached hereto.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr.
Sta
Sal

Dea

on

the egon
Wil the
City. This traffic, coup th
change of shifts at the West Linn plant of the river and
Corporation, converges on the west side of the river and
across the bridge to add to the already heavy traffic on Main
Street of Oregon City, which is the extension of the Oswego Highway
connecting with Pacific Highway East (99E). The resulting traffic
is a greater load than the bridge and the Main Street of Oregon
City can handle especially during the hours of 4:00 o'clock to
6:00 o'clock p.m.

Within these hours the traffic virtually comes to a standstill backing up across the bridge almost to the Bolton Section of West Linn and on the Main Street of Oregon City to 12th Street requiring practically one half hour for some motorists to cross the bridge.

The motoring public has become incensed and through the local paper has brought pressure on the governing bodies of the two cities to take some action on the problem.

Oregon City, on Friday, August 18, passed a resolution prohibiting parking during these hours on the west side of Main Street from 7th to 6th Streets and on the north side of 6th Street from Main Street to Pacific Highway East (99E) to help relieve this congestion. This action will be put into effect as soon as signs can be purchased and erected.

NOTED
F. B. CRANDALL

NOTED
W. C. WILLIAMS

CITY OF OREGON CITY

OREGON CITY, OREGON

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

August 21, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Baldock:

The increase of traffic within the last several years on the Oswego Highway has caused a serious traffic problem on the Willamette River Bridge between the cities of West Linn and Oregon City. This traffic, coupled with the traffic resulting from the change of shifts at the West Linn plant of the Crown Zellerbach Corporation, converges on the west side of the river and flows across the bridge to add to the already heavy traffic on Main Street of Oregon City, which is the extension of the Oswego Highway connecting with Pacific Highway East (99E). The resulting traffic is a greater load than the bridge and the Main Street of Oregon City can handle especially during the hours of 4:00 o'clock to 6:00 o'clock p.m.

Within these hours the traffic virtually comes to a standstill backing up across the bridge almost to the Bolton Section of West Linn and on the Main Street of Oregon City to 12th Street requiring practically one half hour for some motorists to cross the bridge.

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NOTED
F. B. CRANDALL

NOTED
W. C. WILLIAMS

Also upon motion the Commission of Oregon City instructed me in conjunction with the action of the West Linn Mayor and Council to request your office to make a study of the bridge with the thought in mind of diverting some of this traffic load from entering the Main Street of Oregon City by means of a ramp or system of ramps off the bridge directly onto Pacific Highway East (99E) and that this request be delivered to you at the State Highway Commission meeting in the Imperial Hotel on August 21 in Portland so that you can bring the matter before the Highway Commission and request the necessary authority to make this study.

Very truly yours,

Raymond P. Caufield
Raymond P. Caufield
Mayor of Oregon City

Merritt A Willson
Merritt A. Willson
Mayor of West Linn

lm

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1950

SUBJECT: Traffic Conditions
7th and Main - ORE43 - Hwy. No. 3
Oregon City

To: Mr. W. C. Williams

NOTED
W. C. WILLIAMS

I have noticed several newspaper articles recently with regard to traffic congestion on the Oregon City-West Linn Bridge and wish to call your attention to an investigation made in 1947 on this same subject, along with others in Oregon City. On July 20, 1947 Mr. R. A. Blythe, Manager of the Oregon City Chamber of Commerce, wrote to Mr. Baldock requesting certain members of the Department to be in his office for a meeting on July 30 to meet with representatives of Oregon City, West Linn, P.E.P. Company, bus operators, etc. As a result of this meeting, the recommendations set forth in the attached letter from Mr. Baldock to Mr. Robert A. Finlayson were made.

I call your attention particularly to Items 1 and 2 of Mr. Baldock's letter of August 7, 1947 which are true today, and were we to re-investigate the matter we would make the same recommendations.

FB Crandall
F. B. Crandall
Traffic Engineer

JAH:bv

Attachment

cc: Val Johnson

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1950

SUBJECT: Traffic Conditions
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Oregon City

To: Mr. W. C. Williams

NOTED
W. C. WILLIAMS

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I call your attention particularly to Items 1 and 2 of Mr. Baldock's letter of August 7, 1947 which are true today, and were we to re-investigate the matter we would make the same recommendations.

F B Crandall

F. B. Crandall
Traffic Engineer

JAH:bv

Attachment

cc: Val Johnson

FORM E-126X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 7, 1947

Mr. Robert A. Finlayson, City Manager
City of Oregon City
Oregon City, Oregon

[illegible]

Dear Mr. Finlayson:

In accord with the request originating with your local Chamber of Commerce, representatives of our Traffic Division have conferred with you and certain city officials with regard to traffic problems in Oregon City. As an outgrowth of such conferences certain recommendations were made by our representatives and I believe the details thereof have been pretty well gone over verbally; however, for purpose of the record I set down hereinafter salient points with respect to discussions had:

1. That from 4 to 6 p.m. a portable "No Left Turn" sign be placed at the intersection of 7th and Main Streets, augmented by "Right Turn Permitted Without Stopping" facing eastbound traffic. It will be necessary for this sign to be placed and controlled by a police officer due to streetcar traffic.

2. That "No Parking - 4 to 6 PM" on the west side of Main Street from 7th to 6th and on the north side of 6th Street between Main and the Super Highway be instituted. The no parking restriction on 6th Street is desirable, but not essential.

3. That clearance lines along the street car track on Main Street between 5th and 14th Streets do not be painted due to the resulting limited lane width.

4. This department will, through the use of paint, delineate a centerline and stop bar on the Railroad Street leg of the 5th and Railroad intersection.

5. That Railroad Street from 7th to 9th be made a one-way street northbound.

6. That Singer Hill from the Southern Pacific Railroad tracks to 7th Street be striped for one lane descending and two lanes ascending with a sign facing ascending traffic reading "Slow Moving Vehicles Keep to the Right".

COPY

7. That the shrubbery in the traffic island at the intersection of 7th and Singer Hill be cut or removed.

I wish to state at this time that the foregoing are not mandatory upon the city, but are offered merely as an aid in expediting the movement of traffic. It is the thought of this department that if these recommendations are put into effect they will materially expedite the flow of traffic through your city and will relieve the congestion at the intersection of 7th and Main Streets as well as that created in the city of West Linn because of this intersection.

If the city desires any signs to accomplish this work, we would be glad to furnish them to you through our Sign Department at cost. At any time in the future should you desire the services of this department for consultation in your traffic problems, feel free to call on us.

Very truly yours,

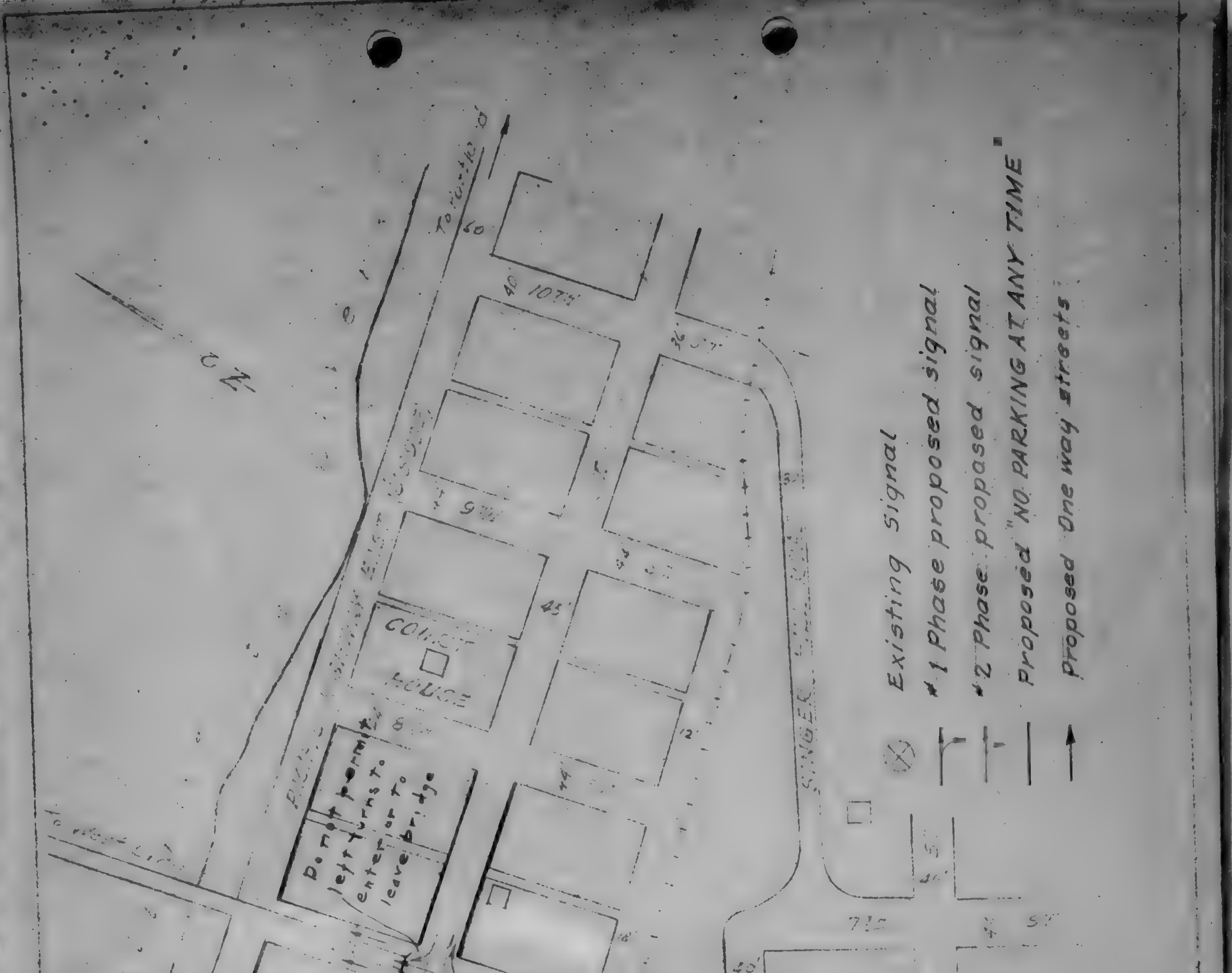
/s/ R. H. Baldock

R. H. Baldock
State Highway Engineer

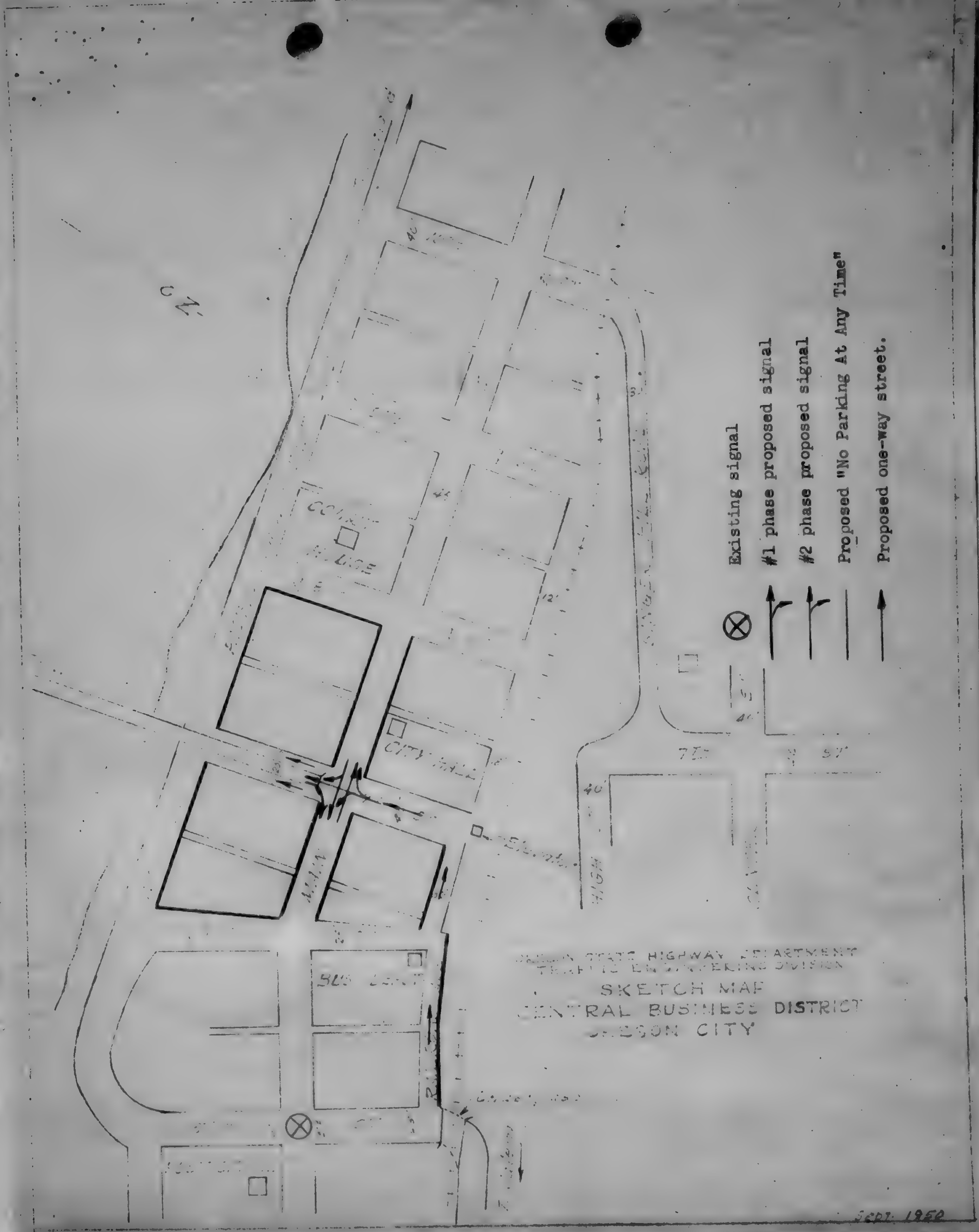
aj

cc: F. B. Crandall
W. O. Widdows

COPY

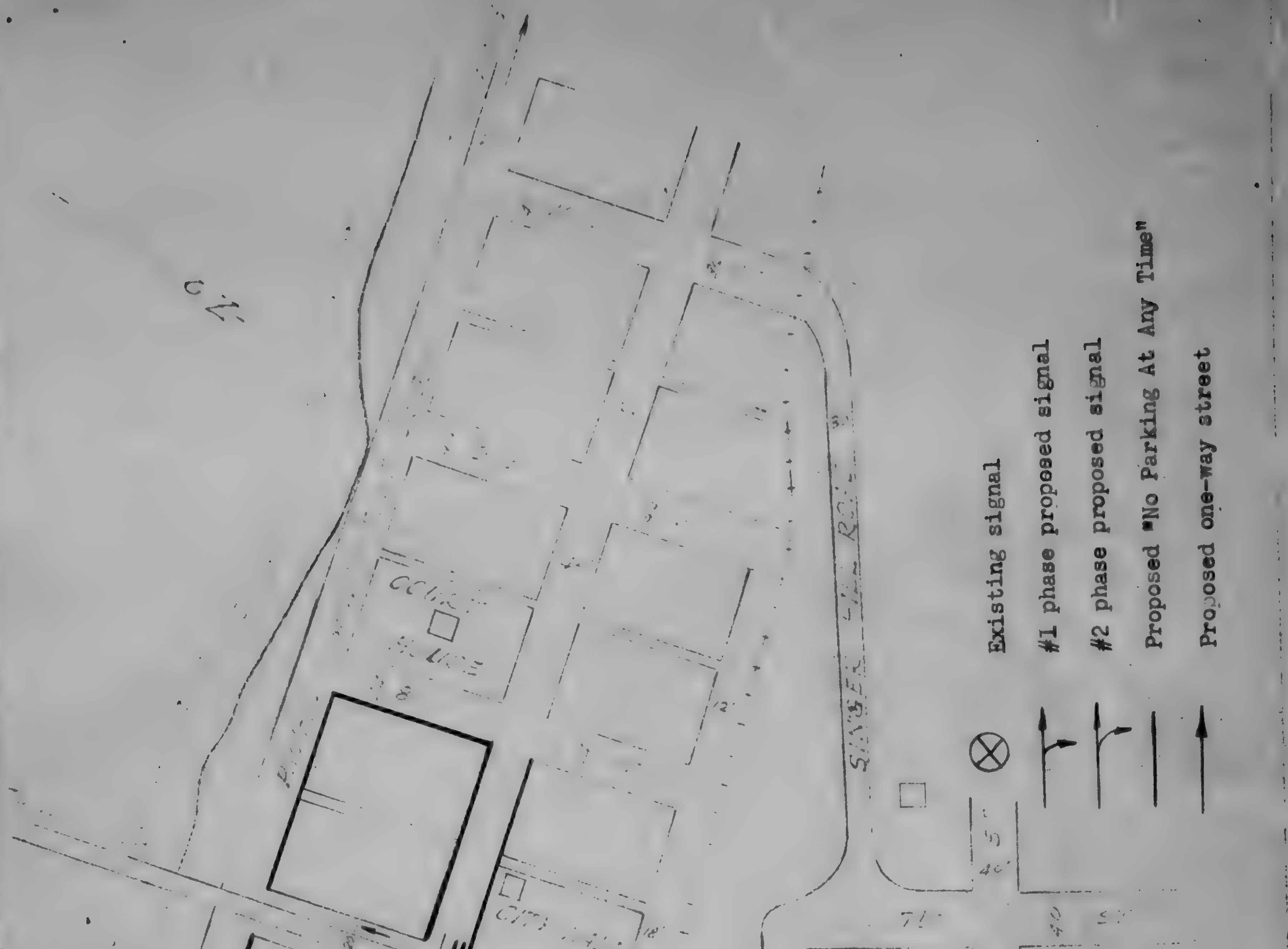

N
To Portland
10TH
9TH
COURT HOUSE
8TH
Do not permit left turns to enter or to leave bridge
To West Linn
Elevator
WATER
MAIN
SINGER HILL
HIGH
7TH ST
6TH
5TH ST
SUB. DEPT
Existing Signal
#1 Phase proposed signal
#2 Phase proposed signal
Proposed "NO PARKING AT ANY TIME"
Proposed One way streets
60
40
45'
44'
40'

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
SKETCH MAP
CENTRAL BUSINESS DISTRICT
OREGON CITY


⊗ Existing signal
#1 phase proposed signal
#2 phase proposed signal
Proposed "No Parking At Any Time"
Proposed one-way street.
COURT HOUSE
CITY HALL
MAIN
HIGH
7TH ST
40'
12'
4'

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
SKETCH MAP
CENTRAL BUSINESS DISTRICT
OREGON CITY

Sept. 1950



Existing signal ⊗
#1 phase proposed signal
#2 phase proposed signal
Proposed "No Parking At Any Time"
Proposed one-way street
COURT HOUSE
CITY HALL
POST OFFICE
MAIN
SINGER HILL RD
7TH ST
Underpass

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
SKETCH MAP
CENTRAL BUSINESS DISTRICT
OREGON CITY

Sept. 1950

NOTED
W. C. WILLIAMS

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1953

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Pacific Avenue (ORM6) and Main Street
Forest Grove

To: C. W. Enfield
Chief Counsel
Legal Department
O F F I C E

At its meeting on April 8th and 9th, the State Highway Commission approved the installation of traffic signals at the intersection of Pacific Avenue and Main Street in the City of Forest Grove. Will you please prepare the necessary State-City Agreement.

It is believed that the following points should be covered in the agreement:

1. The intersection involved is that of Pacific Avenue (Wilson River Highway, No. 37, ORM6) and Main Street.
2. It is planned to install a fixed time traffic signal at this intersection as shown on the attached plans.
3. The installation is estimated to cost $3,790.00.
4. The State shall make the installation, either with its own forces or by contract, and in the first instance pay all costs thereof. The final cost shall be shared equally by the City and the State.
5. When returning the signed agreements, the City shall submit its check for $1,990.00.
6. The City shall maintain the signals after installation and pay for all electric energy consummed. The City shall not make any changes in the timing program without prior approval in writing from the State.
7. It is agreed between the two parties concerned that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.
8. The City shall pass the necessary ordinance prohibiting all parking on the various streets entering the intersection for a distance of 30 feet from the property line of the intersecting street.

8. It is agreed between the City and the State that the existing street light poles at this intersection shall be replaced with heavier poles and that both the street lights and the traffic signals shall be suspended from the same pole. The City shall remove the existing poles and street lights and concrete bases prior to the beginning of the work of the traffic signal installation. Upon completion of the traffic signal installation, the City shall install the luminaires on the new poles. This work shall be done without cost to the State. Because of the joint usage of poles, it will be necessary to install extra length poles at this intersection and also transform the bases. The total extra cost of this work is estimated to be $240.00. This cost shall be borne solely by the City.

If, after preparation, you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

FB Crandall
F. B. Crandall
Traffic Engineer

VJ:jl
Attach.
cc - W. C. Williams
J. W. Cattrall

April 23, 1953

Mr. M. O. Gardner
City Manager
City Hall
Forest Grove, Oregon

Dear Mr. Gardner:

The State Highway Commission at i
considered the requests of several resident
for the installation of traffic signals alo
(the route of the Tualatin Valley Highway),
the intersections of Main, College and Ceda

After considering the facts discl
fic engineering investigation on these locations, the Commission approved the installation of a traffic signal at the intersection of Main and Pacific Street provided the City will pay one-half the cost of installation and will agree to maintain the signal after installation and provide the electrical energy for its operation. An agreement covering this matter is being prepared and will be forwarded to you as soon as it is completed.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md 4/23

2220 Main St
Forest Grove, Or
Oct 10 - 52

ACKNOWLEDGE
H. B. GLAISYER

Gentlemen:

The intersection of Pacific Ave and Main Street also the one at Pacific Ave and the new road west of the city, are so dangerous may we have a four way Stop?

Respectfully
[illegible] Grace

Agenda 4-z-1
Apr. 8, 1953

April 23, 1953

Mr. M. O. Gardner
City Manager
City Hall
Forest Grove, Oregon

Dear Mr. Gardner:

The State Highway Commission at its meeting April 8 considered the requests of several residents of Forest Grove for the installation of traffic signals along Pacific Street (the route of the Tualatin Valley Highway), specifically at the intersections of Main, College and Cedar streets.

After considering the facts disclosed by latest traffic engineering investigation on these locations, the Commission approved the installation of a traffic signal at the intersection of Main and Pacific Street provided the City will pay one-half the cost of installation and will agree to maintain the signal after installation and provide the electrical energy for its operation. An agreement covering this matter is being prepared and will be forwarded to you as soon as it is completed.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md 4/23

RECEIVED
MAR 31 1953
FOR FILING

2-11-[illegible]

[illegible]

March [illegible], 1953

Oregon State Highway Commission

Gentlemen:

For several years the City of Forest Grove have been making repeated requests for traffic signals at three street intersections; namely, Main and Pacific, College and Pacific, and Cedar and Pacific. Pacific Street is the route of the Tualatin Valley Highway, as well as a temporary route of the Wilson River Highway. Investigations conducted in years past indicated that traffic, both vehicular and pedestrian, did not meet the minimum warrant for traffic installations, and the requests were denied.

This year we have again received letter after letter requesting the signals, and we have made further investigations. As of today, the intersections at Cedar Street and College Street do not meet the signal warrant, either for total traffic, cross traffic, or pedestrian volume. However, the intersection of Main and Pacific, while somewhat under the minimum vehicular traffic warrant, does exceed the warrant for cross-street traffic and pedestrian traffic. The pedestrian traffic is a major problem and is the basic reason for all the requests. For a 24-hour period the pedestrian traffic is in excess of 2,700 and for an eight-hour period averages 295 per hour, as compared to a warrant of 250. Likewise, the hourly cross-street vehicular traffic is 182, as compared with a warrant of 175.

While the total traffic at the intersection is slightly under the warrant, it is recommended that a traffic signal be installed because it has reached the stage where it is extremely difficult for pedestrians to cross the street.

This letter will be on the next agenda, and I recommend that the request for signals at Cedar Street and at College Street be denied again but that a signal be installed at the Main Street intersection, providing the City will pay one-half the cost and maintain the signal after its installation and provide electrical energy therefor.

The signal is not provided for in our 1953 budget, but we have in our approved Minor Betterment budget the amount of $6,000 for traffic signals in Medford. It is now quite apparent that traffic signals in Medford will not be justified this year, so it is recommended that the $6,000 for the Medford signals be transferred to the signal reserve fund and the Forest Grove signals be financed from this transfer.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW: me fp

cc Mr. W. W. Stiffler
Mr. F. B. Crandall Mr. C. H. Maison

Agenda 4-z-1
Apr. 8, 1953

April 23, 1953

Mrs. J. M. Goodrich
1928 Douglas Street
Forest Grove, Oregon

Mrs. B. M. Smith
2014 Elm Street
Forest Grove, Oregon

Mrs. H. W. Prescott
1406 Filbert Street
Forest Grove, Oregon

Dear Madam:

The State Highway Commission at its meeting in Portland on April 8 gave attention to your request for traffic signals at three intersections on Pacific Street (the route of the Tualatin Valley Highway) in Forest Grove, namely at Main, College and Cedar streets.

Following receipt of your letter, an engineering investigation was again made to determine the need for the signals. As you may know, there is a basic formula set up nationally to determine whether the pedestrian and vehicle traffic at any given intersection warrants the installation of signals. The investigation conducted at this latter date disclosed that the traffic at the intersection of Main and Pacific streets was enough to warrant the installation of a signal; however, the necessary amount of traffic was not found at the intersections of Cedar Street and at College Street.

From the facts presented, the Commission approved the installation of a traffic signal at the Main Street intersection provided the City will pay one-half the cost of installation and will agree to maintain the signal after its installation and provide the electrical energy for its operation.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md 4/22

FORM 2-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 24, 1953

[illegible] 4082 [illegible]

NOTED
W. C. WILLIAMS

Mrs. H. W. Prescott
1406 Filbert Street
Forest Grove, Oregon

Dear Mrs. Prescott:

Acknowledgment is made of your letter of March 20, 1953 in which you enter your plea for "stop and go" lights at Pacific and Main Streets and, if possible, also at Pacific and Cedar Streets in Forest Grove.

Your letter is being referred to the State Highway Engineer, Mr. R. H. Baldock, for investigation and report. You will be infomed when action has been taken in the matter.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

jmc

cc: R. H. Baldock ✓

REFERRED TO
Williams
By State Highway Engineer
Report [illegible]

RECEIVED
MAR 25 1953
TRAFFIC ENGINEER

1406 Filbert Street
Forest Grove, Oregon
March 20, 1953

State Highway Commission
Salem, Oregon

Dear Sirs:

I should like to enter my plea for "stop and go" lights in Forest Grove. At traffic hour we who have to cross Pacific Avenue in our cars often despair of ever getting across and turn with the traffic and drive even several blocks before we can finally make a left turn. Really, pedestrians have a bad time, but cross-traffic drivers have it worse. If we could have only one light, perhaps the most important intersection would be Pacific and Main Streets. Pacific and Cedar is the next worst traffic bottleneck (It happens to be our worst). But traffic from Portland should definitely be slowed down as it enters Forest Grove.

We Forest Grovers truly dread the immense summer tourist and logging traffic — not only we who drive, but we whose children must cross Pacific to go to the swimming pool. Why must we have serious accidents, injuries or deaths before traffic signals are installed?

Sincerely,
Mrs H. W. Prescott

1406 Filbert [illegible]et
Forest Grove, Oregon
March 20, 1953

State Highway Commission
Salem, Oregon

COPY

Dear Sirs:

I should like to enter my plea for stop and go lights in Forest Grove. At traffic hour we who have to cross Pacific Avenue in our cars often despair of ever getting across and turn with the traffic and drive even several blocks before we can finally make a left turn. Really, pedestrians have a bad time, but cross-traffic drivers have it worse. If we could have only one light, perhaps the most important intersection would be Pacific and Main Streets. Pacific and Cedar is the next worst traffic bottleneck (It happens to be our worst). But traffic from Portland should definitely be slowed down as it enters Forest Grove.

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Sincerely,

/s/ Mrs. H. W. Prescott

COPY

RECEIVED
MAR 25 1953
TRAFFIC ENGINEER

March 13, 1953

Mrs. J. M. Goodrich
1928 Douglas Street
Forest Grove, Oregon

Dear Mrs. Goodrich:

This note is simply to acknowledge receipt of your letter of March 11, 1953, directed to the Highway Traffic Commission, regarding the installation of a "stop and go" light at the intersection of Main Street and Pacific Avenue, and at the intersection of Cedar Street and Pacific Avenue in your City.

This is an engineering matter, so I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, for reply.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
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W. C. WILLIAMS
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W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 13, 1953

Mrs. J. M. Goodrich
1928 Douglas Street
Forest Grove, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

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This is an engineering matter, so I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, for reply.

Respectfully yours,

NOTED
W. C. WILLIAMS

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock ✓

NOTED
F. B. CRANDALL

RECEIVED
MAR 17 1953
TRAFFIC ENGINEER

TO
W C Williams
Please make a study
R H B

No. 1020

ASSIGNMENT

Date: March 17, 1953

By CrW

Description: Copy of letter of March 11 by Mrs. J. M. Goodrich of Forest Grove and copy of Mr. Glaisyer's reply of March 13; request is for stop-and-go lgihts at intersection of Main Street and Pacific Avenue and Cedar Street and Pacific Avenue

Acknowledged by _____ Referred to ___Crandall ✓______

xx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 3-27-53 Report received ________

Remarks: You have previous assignment on this I believe.
WCW

COPY

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Salem, O

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"Rumors are that there isn't enuf pedestrian traffic to warrant such a lite, that some one has to be seriously injured or killed first, that our City Council has been negligent in demanding it etc. etc.

Whatever the reason - I'm sure that one need only stand at the

Mrs J. M. Goodrich

RECEIVED
MAR 17 1953
TRAFFIC ENGINEER

[illegible] Douglas St.
Forest Grove, Oreg.
March 11, 1953

Highway Traffic Comm
Salem, Oregon,

Dear Sirs,

I am only one of many that wonders why Forest Grove has been denied a stop & go traffic light at the corner of Main & Pacific.

Rumors are that there isnt enuf pedestrian traffic to warrant such a lite, that some one has to be seriously injured or killed first, that our City Council has been negligent in demanding it etc. etc.

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Mrs. J. M. Goodrich

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Highway T
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MAR 17 1953
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corner for about 10 minutes to be convinced that such a signal is mandatory.

Children, many of them pass this intersection & others all thru town on their way to & from schools. If traffic were held up for just a few minutes what a relief it would be.

We also need a light (stop & go) at the intersection of Cedar & Pacific. How does Hillsboro rate three of these?

Would you kindly station some officer here for just a day & especially during the noon & 5:00 o'clock rush? Thank you.

Sincerely
Mrs J. M. Goodrich

RECEIVED
MAR 17 1953
TRAFFIC ENGINEER

COPY

1928 Douglas St.
Forest Grove, Oreg.
March 11, 1953

Highway Traffic Comm.
Salem, Oregon

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Rumors are that there isn't enuf pedestrian traffic to warrant such a lite , that some one has to be seriously injured or killed first, that our city council has been negligent in demanding it etc. etc.

Whatever the reason - I'm sure that one need only stand at the corner for about 10 minutes to be convinced that such a signal is mandatory.

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Would you kindly station some officer here for just a day and especially during the noon and 5:00 o'clock rush?

Thank you,

Sincerely,

/s/ Mrs. J. M. Goodrich

COPY

RECEIVED
MAR 17 1953
TRAFFIC ENGINEER

March 17, 1953

Mrs. B. M. Smith
2014 Elm Street
Forest Grove, Oregon

Dear Mrs. Smith:

This acknowledges receipt of your letter of March 14, 1953 regarding the need for traffic signals on Pacific Avenue within the City of Forest Grove.

I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, for investigation and report to the State Highway Commission. You will be informed when action has been taken in the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

FORM E-120 10M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 17, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Mrs. B. M. Smith
2014 Elm Street
Forest Grove, Oregon

Dear Mrs. Smith:

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Respectfully yours,

NOTED
W. C. WILLIAMS

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

REFERRED TO
Williams
By State Highway Engineer
Please [illegible]

RECEIVED
MAR 19 1953
TRAFFIC ENGINEER

No. ~~4089~~
By

ASSIGNMENT

Date: March 19, 1953

Description: Copy of a letter from A. Pearle Smith of Forest Grove, dated March 15 with copy of Mr. Glaisyer's reply re traffic signal in Forest Grove at Cedar St. and Pacific Ave. and Main St. and Pacific Avenue.

Acknowledged by - - - - - Referred to - - - CRANDALL - - - - - - -

XXX Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply - - - - - - - - - - - - signature
Please prepare for - - - - - - - - - - - - - - - - - - -

PLEASE RETURN TO
W. C. WILLIAMS

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Yours truly

/s/ A. Pearle Smith

RECEIVED
MAR 19 1953
TRAFFIC ENGINEER

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the number of cars
passing an intersection?
I live just off
of Pacific Avenue in
Forest Grove. It is
almost impossible
to cross the avenue.

2014 Elm St.
Forest Grove Ore
March 15, 1953.

State Highway Commission
Salem, Ore.

Dear Sirs, Is it necessary to have so many accidents or deaths before a stop light can be installed on a state highway? Or is it regulated by the number of cars passing an intersection?

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State Highway Com
Salem, Ore.

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Yours truly

/s/ A. Pearle Smith

RECEIVED
MAR 19 1953
TRAFFIC ENGINEER

on Sunday evening, Saturday evening, or late afternoon of any day with out being hit.

Mr. Berry of Pacific U. spoke to our club at one of our meetings at which he said that a survey had been made, by his class, of the traffic entering and leaving Forest Grove and that the number exceeded the number leaving and entering Hillsboro at the same time. Yet. Hillsboro has three stop signals on the main artery and Forest Grove has none.

If we could have a light at the intersection of Cedar St and Pacific Ave. and Main St. and Pacific Avenue. it would be a big improvement but a light at one of the streets entering the city from Portland would help cut down the speed of cars going through the residence district. There is also need of one at Rosearden drive and Wilson River Rd. True it is a speed zone but cars travel from forty to sixty miles all the time on that road.

I hope we will have no deaths before the Commission sees fit to put in stop signals. Yours truly

A. Pearle Smith

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/s/ A. Pearle Smith

RECEIVED
MAR 19 1953
TRAFFIC ENGINEER

COPY

2014 Elm St.
Forest Grove, Ore

March 15, 1953

State Highway Commission
Salem, Ore.

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I hope we will have no deaths before the Commission sees fit to put in stop signals.

Yours truly

/s/ A. Pearle Smith

RECEIVED
MAR 19 1953
TRAFFIC ENGINEER

FORM E-30 25M 9-51 83219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1953

Revised as per WCW: instructions see letter of 5/12/53

SUBJECT: Investigation of Traffic Hazards
Wilson River Highway Connection
West of Forest Grove

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Attached is correspondence from A. G. Skelton and Mr. M. O. Gardner, City Manager of Forest Grove , on the above subject. I call your attention to my letter of September 30, 1952, on this subject and I call your attention to the following letters, all signed by Mr. R. H. Baldock under date of October 9th to Mrs. Phillip Lesser, Miss Laura Smith, Mrs. Lyle A. Brooks, Mrs. Ella Maude Paterson, and Mrs. Gordon Burlingham, of Forest Grove. In Mr. Baldock's letter of October 9th, he indicated that the conditions at the intersection in question were being investigated and he would advise them at a later date. This present investigation is by way of furnishing additional information to our letter of September 30th, in recommending once again that the attached plan of treatment, at an estimated cost of $2500.00, be approved.

By way of additional information, the 1952 ADT on the north leg of the intersection was 2680 vehicles. A check of the accident records reveals that there have been no accidents at this intersection since the new section of highway was opened during the late summer of 1952. Sight distance for a west bound vehicle at the collision point is between 400 and 500 feet. The indicated speed in this section is 30 MPH and the sight distance should be adequate for this speed.

I have not answered Mr. Gardner's letter of March 24th to Mr. Skelton but would be pleased to do so if you would advise me of your decision in this matter.

F. B. Crandall
Traffic Engineer

JAH:wm
Attachments.

RECEIVED
APR 6 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 25M 3-51 47190

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 26th, 1953

SUBJECT:

To:
Mr. F. B. Crandall
Traffic Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith letter dated March 24th from M. O. Gardner, City Manager of Forest Grove. Mr. Gardner mentions complaints the city has received in regard to traffic movement going west on Pacific Avenue, and continuing on Pacific Avenue to the county road leading west of our new connection to the Gales Creek Highway. There is a conflict with this movement and the inbound movement from Gales Creek to Forest Grove. However, there is reasonably good sight distance at the beginning of the curve, and as far as I know there have not been any accidents at this location.

I would appreciate your answering Mr. Gardner's letter, and if your people have not already investigated this situation, it might be well to check on it to see if there is any better solution than the one we now have.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: A. E. Johnson

RECEIVED
MAR 2
TRAFFIC ENGINEER

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1953

SUBJECT: Request for Traffic Signal Investigation
Pacific Avenue (ORE6) - Forest Grove
Assignments WCW 4074
WCW 4080
WCW 4083

To: W. C. Williams

I am returning herewith your several assignments on this subject along with some correspondence from citizenry of Forest Grove. I call your attention to a letter dated September 26, 1952 from you to Mr. M. O. Gardner, City Manager, Forest Grove on the same subject. I also call your attention to numerous letters on or about October 10, 1952 to various citizenry in Forest Grove, one such letter being addressed to Miss Mary E. Paul under date of October 9th from Mr. Baldock. As an aftermath of your letter of September 26th, I did on October 9th send to Mr. M. O. Gardner, City Manager, a copy of our traffic signal investigation report dated August 1952. From it certain information will be summarized hereinafter.

We have been investigating request for installation of traffic signals in Forest Grove off and on since 1938. We did in 1939 install a flashing beacon at the intersection of Pacific Avenue and Main Street.

In August 1952 we made a traffic signal investigation on Pacific Avenue in Forest Grove at the following intersections: Cedar Street, College and Council Streets, and Main Street. It was found at that time that conditions at these intersections did not meet the minimum standard acceptable warrants as prescribed in the Manual on Uniform Traffic Control Devices. Consequently, we recommended to you at that time that the request be denied and this was culminated with your letter of September 26th to Mr. Gardner.

The table below summarizes the results of the August investigation with respect to accident data.

Intersection	Total Accidents	Persons Injured	Persons Killed	Preventable Accidents
Cedar Street	20	5	0	5
College and Council	26	2	0	12
Main Street 1/	—	-	-	—

1/ Change in highway routing changes accident pattern rendering previous data unusable.

The table below summarizes results of the traffic counts taken in August of 1952.

Intersection	Total Vehicle Volume	Cross Street Volume	Pedestrians Across Highway
Cedar Street	9,490	1,175	222
College and Council	9,514	1,462	997
Main Street	8,413	2,358	2,723

The table below summarizes the results of the investigation in terms of the standard signal warrants.

	Pacific & Cedar	Pacific, College & Council	Pacific & Main	Minimum Warrant
Total Volume Warrant				
Ave hourly total volume (Max. 8 hrs.)	718	704	656	750
Ave. hourly cross-street volume (Max. 8 hrs.)	92	98	182	175
Pedestrian Warrant				
Ave. hourly Pedestrian volume across Main St. (Max. 8 hrs.)	20	71	295	250
Ave. hourly vehicle volume on ~~Main~~ Pac. St. (Max. 8 hrs.)	584 676	496 [illegible]	451	600
Accident Warrant				
Preventable accidents (last 12 mos.)	2	1	1/	5

1/ Change in highway routing changes accident pattern rendering previous data unusable.

Traffic counts made at the present time would doubtless be lower than those made last August. Thus, it is not believed that we would benefit by obtaining additional traffic data. A review was made of the accident record at the intersection of Pacific and Main and it was found that after the highway route was changed in August, there was but one reported accident up to the end of December 1952.

The data enumerated hereinabove indicate that the installation of traffic signals are not justified on all points in question. However, the intersection of Pacific and Main has marginal warrants in that the number of vehicles entering Pacific Avenue are above the minimum warrant, but the vehicles on Pacific Avenue are below the minimum. Also, at this intersection the number of pedestrians crossing Main Street is in excess of the warrant had during the same period of time, the vehicles on Main Street are below the warrant. Thus, the installation is marginal at this intersection and there is a measure of justification for the installation of a traffic signal.

In the event that signalization is deemed necessary in Forest Grove a condition precedent to the installation should be the requirement of adequate parking setbacks so as to increase sight distance at the intersection. It is further believed that some consideration should be given to our advising the City to remove from the highway the portable signs reading "CROSSWALK STOP IF OCCUPIED", as the streets in Forest Grove are relatively narrow and the placement of such signs is a hazard to traffic.

I call your attention to certain points raised in the several letters you have forwarded to us, one of which refers to the problem of speed on Pacific Avenue by those vehicles entering Forest Grove from Portland. I can only mention in this regard that enforcement not engineering is the answer to this problem. This also applies on the Gales Creek Road approach which has been speed zoned.

One other question was raised in two of the letters and that was "Why can Hillsboro have signals and we can't?" In this regard we have reviewed the records in this office and find that the signals in Hillsboro were authorized by the Highway Commission in 1941 and confirmed in 1946 and at the time of our 1946 investigation there was sufficient traffic volume in these intersections to meet the minimum acceptable warrants. A review of traffic volumes in 1949 on the signalized intersections on Baseline Street in Hillsboro showed that they were just below the minimum warrants even after the Sunset Highway traffic had been removed from Baseline Street.

F. B. Crandall
Traffic Engineer

JAH:jr
Encls.

RECEIVED
MAR 26 1953
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF FOREST GROVE

Forest Grove, Oregon

March 24, 1953

Mr. A. G. Skelton, District Eng.
Oregon State Highway Department
Milwaukee, Oregon

Dear Mr. Skelton:

I have marked on the enclosed map an "X" near the point where the highway turns north past the new high school. We have received some complaints on the line of vision of motorists traveling west out the county road and are not able to see the oncoming traffic from the north until it is right on them. Their main concern is a fence around the yard of the last house before the turn.

This is not in the form of a complaint from the City of Forest Grove, inasmuch as this property is outside of the city limits. You may want to have some of your traffic men recheck this area. I would appreciate knowing what the outcome of the matter is.

Yours truly,

M. O. Gardner
City Manager

MOG/cm

Enc.

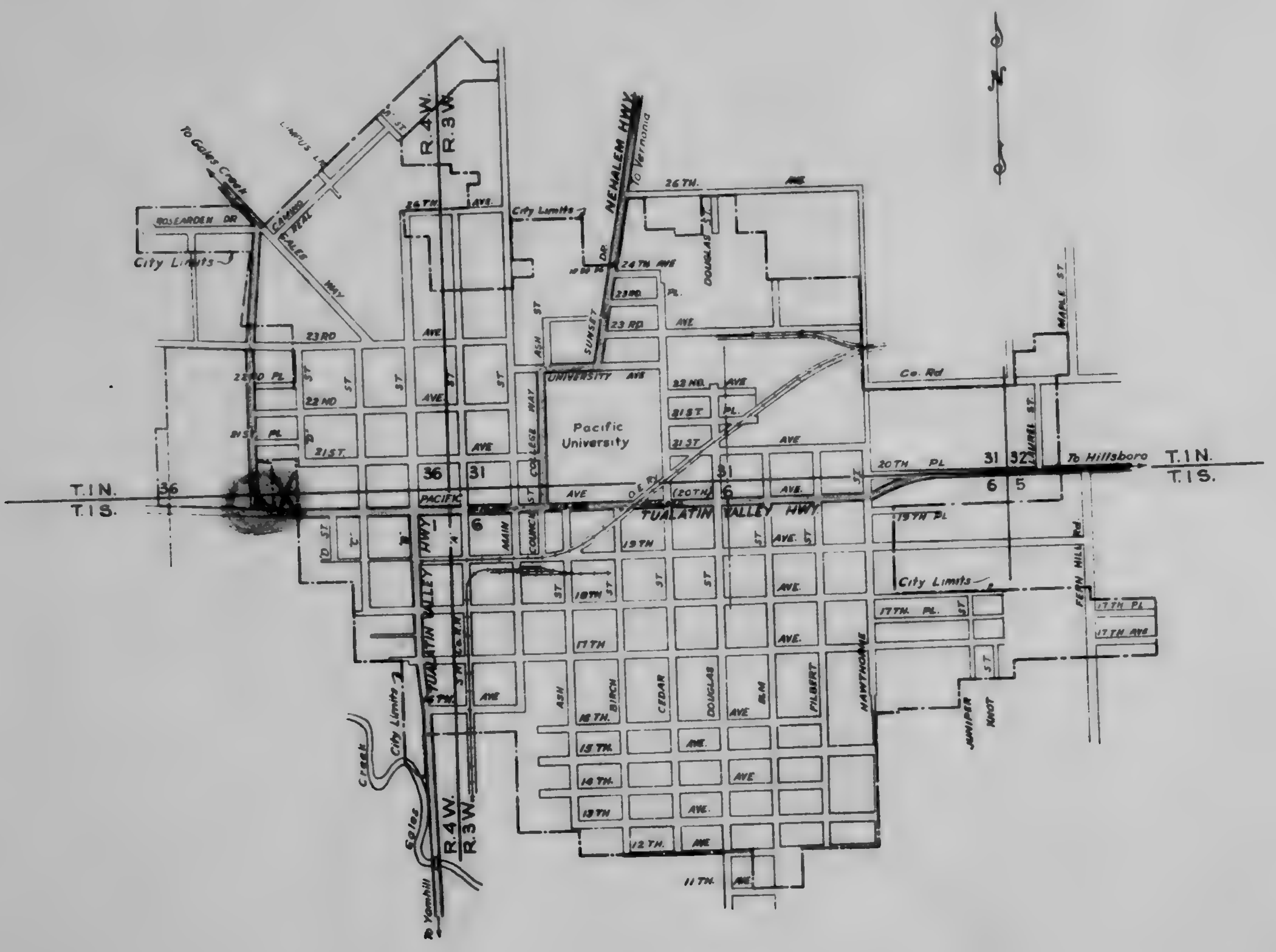
copy made
4-6-53
wm

COPY

FOREST GROVE

Scale in feet
0 800 1600 2400

WASHINGTON COUNTY



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ROSEARDEN DR
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MAPLE ST
FERN HILL Rd
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Gales Creek
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Rev 8-21-52

Let

Forest Grove, Oregon
March 24, 1953

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Oregon Highway Traffic Commission,
Salem, Oregon.

Gentlemen:

As a Concencious parent and citizen of Forest Grove, I am greatly interested in securing for the safety of my fellow citizens a Stop and Go signal at the intersections of Main and Pacific and Pacific and Cedar.

I suppose each town has its own peculiar traffic problems - and ours is no exception. Whether you drive a car ride a bicycle or cross a street on foot you are right in the middle of a traffic muddle in Forest Grove - Who will make it first at the intersection - the vehicle or the pedestrian? Would it not simplify matters for both pedestrian and driver to know for sure whose turn it is to cross?

We do not want to wait until there have been sufficient accidents occur to warrant the installation of such a signal. What we seek is prevention of such accidents.

Sincerely yours.
Edith M. Watrous, (Mrs D. F.)
1623 Ash St.

2737 - 17th Place
Forest Grove, Ore.
Mar. 18, 1953

R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Mr. Baldock,

Citizens of Forest Grove would like to bring to your attention the need for stop and go signals at the intersections of Main and Pacific - Cedar and Pacific.

Altho no serious accident has resulted from the present system, it is felt that it is a matter of time until one will occur unless more preventative measures are taken. Because of congestion of cars, it is very difficult for pedestrians to cross the street. Also with a stop and go signal there would be a break in the traffic to allow cars to enter the highway at a distance from the signals and make crossing easier and safer for pedestrians.

Please give this matter serious considerati

RECEIVED
MAR 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Yours truly,
Lila Jans
(Mrs. D. T. Jans)

No.
By

Date: Mar

Description
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Acknowledg

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Mrs. A
2220 M.
Forest

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Grove, one
at Pacific A

Th
communications f
tion of signals at t
the State Highway
Highway Commiss
for his informatio

HBG:jmc

cc: Commissioners
R. H. Baldock

Jan 14 - 53

Pacific Grove, Ca

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

I am writing to inform you on traffic conditions in Pacific Grove.

We understand that others who have written have been informed we must have a serious accident before anything can be done.

Since Pacific Ave. has been made a through street it has been dangerous. A lack of courtesy on the part of drivers and pedestrians is evident.

Many drivers ignore the 20 & 30. mi signs on this st. completely.

If a signal light is impossible surely a 4 way stop at [illegible] & Main & Pacific & Cedar and at the new hi school and Asilomar drive

NOTED
W. C. WILLIAMS

No. ~~1078~~
By

ASSIGNMENT

March 16, 1953

...ter of January 14 by Mrs. Frank Weibke of Forest
...ditions in Forest Grove

would seem to slow traffic down.

There have been several minor accidents already.

I earnestly hope you will give this your attention.

Mrs Frank Weibke
Rt 2 - Bx 78
Forest Grove
Oregon

RECEIVED
MAR 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

No. 1074
By

ASSIGNMENT

Date: March 16, 1953

Description: Letter of January 14 by Mrs. Frank Weibke of Forest Grove regarding traffic conditions in Forest Grove ✓

Acknowledged by ----- Referred to --- Crandall ---------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for -------------------- signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 3-27-53 Report received --------

Remarks:

Mrs. A
2020 M
Forest

Dear Mr

to the Stat ... stalla-
tion of fou ... ons in Forest
Grove, one ... Street, and the other
at Pacific A ... ection to the Gale Street Road."

Th ighway Commission has received several other communications from residents of your city requesting installation of signals at the same locations. They have been referred to the State Highway Engineer for investigation and report to the State Highway Commission. This card also will be referred to the Engineer for his information in the preparation of his report.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

cc: Commissioners
R. H. Baldock

October 13, 1952

Mrs. Mabel H. Fraer
2220 Main Street
Forest Grove, Oregon

Dear Mrs. Fraer:

This acknowledges your card of October 10, 1952, directed to the State Highway Commission, in which you request the installation of four-way stop signals at two street intersections in Forest Grove, one being at Pacific Avenue and Main Street, and the other at Pacific Avenue and the new connection to the Gale Street Road.

The Highway Commission has received several other communications from residents of your city requesting installation of signals at the same locations. They have been referred to the State Highway Engineer for investigation and report to the State Highway Commission. This card also will be referred to the Engineer for his information in the preparation of his report.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

cc: Commissioners
R. H. Baldock

POSTCARD

COPY

2 220 Main Street
Forest Grove, Or

Oct. 10 - 52

Gentlemen:

The intersection of Pacific Ave and Main Street also the one at Pacific Ave and the new road west of the city, are so dangerous. May we have a four way Stop?

Respectfully

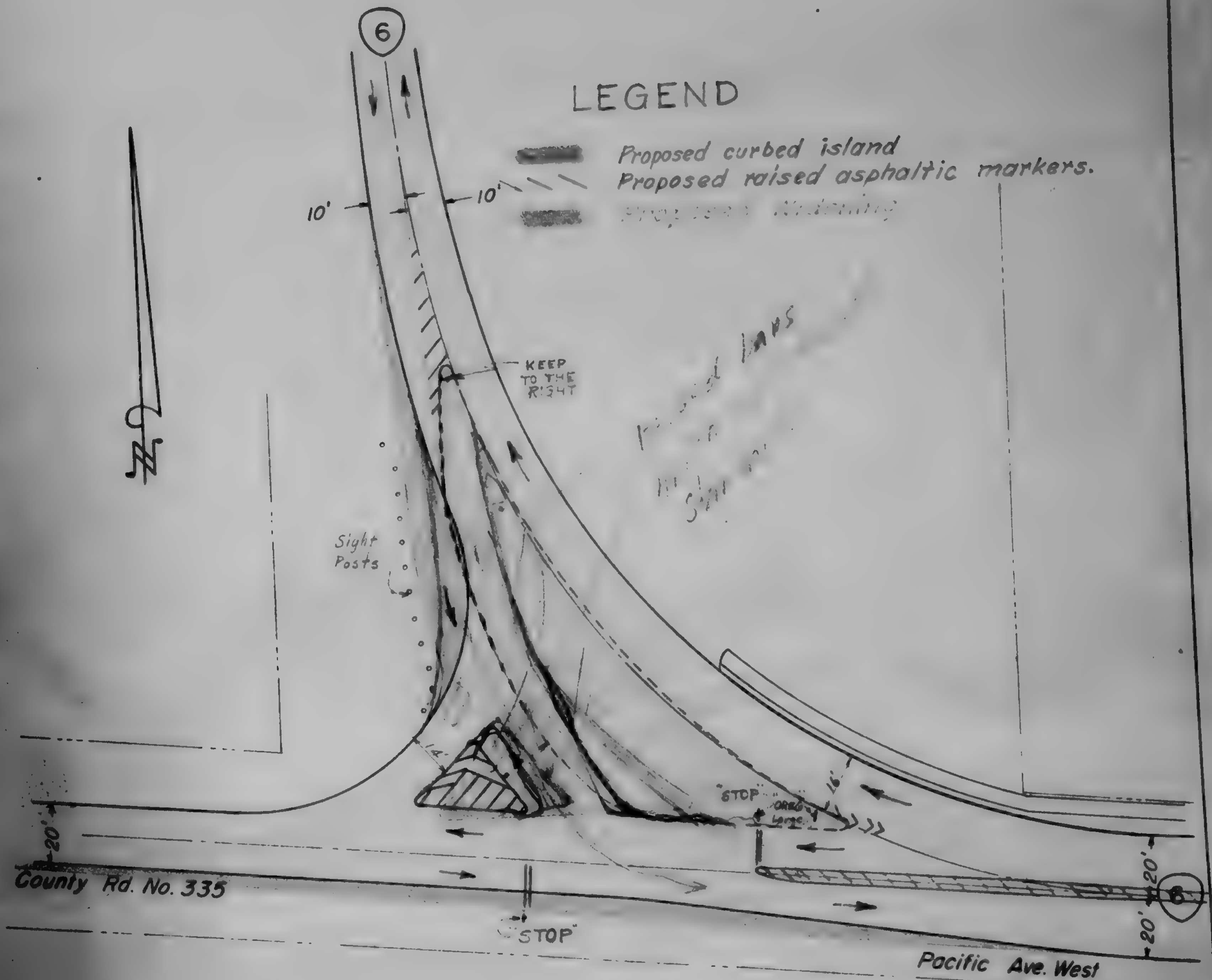
/s/ Mabel H. Fraer

COPY

O[illegible] STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PROPOSED INTERSECTIONAL REVISION
PACIFIC AVENUE WEST AND COUNTY ROAD NO. 335

ORE. 6 Hwy. No. 37 M.P. 51.75
Scale: 1" = 50' April, 1953

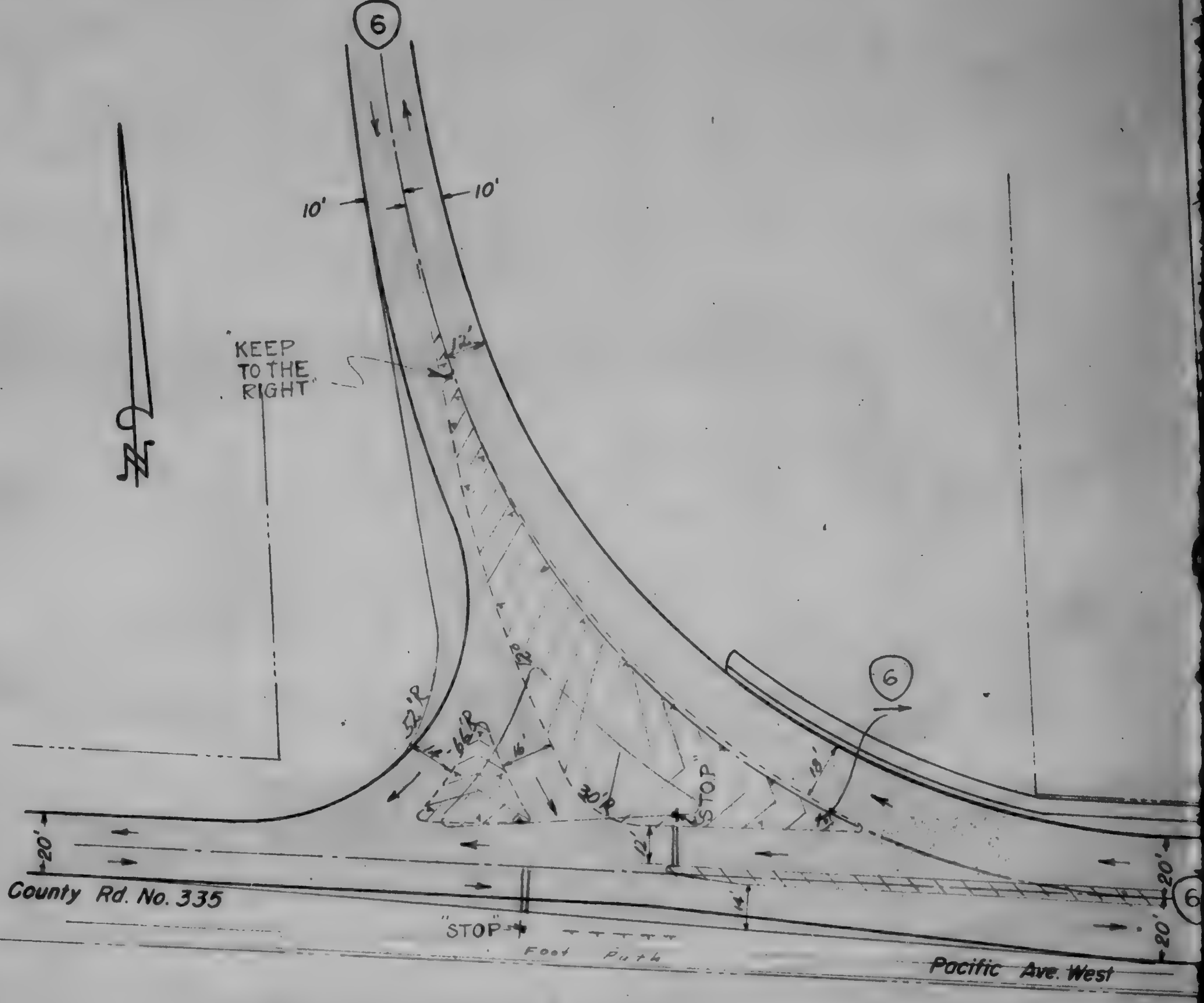

6
LEGEND
Proposed curbed island
Proposed raised asphaltic markers.
Proposed widening
10'
10'
KEEP TO THE RIGHT
Sight Posts
"STOP"
16'
20'
20'
20'
County Rd. No. 335
"STOP"
Pacific Ave. West
6

5397

O[illegible]N STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PROPOSED INTERSECTIONAL REVISION
PACIFIC AVENUE WEST AND COUNTY ROAD NO. 335

ORE. 6 Hwy. No. 37 M.P. 51.75
Scale: 1" = 50' April, 1953

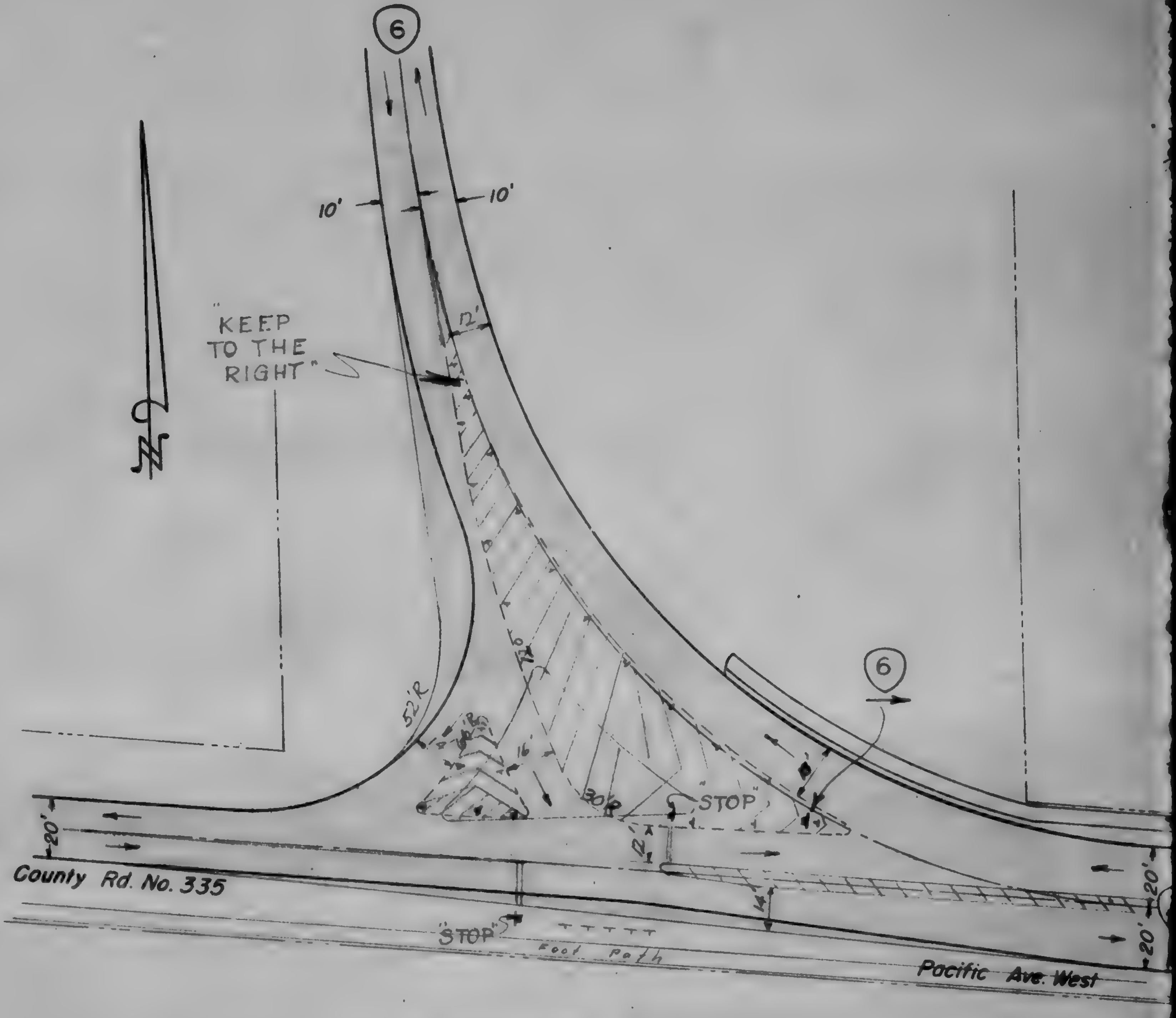

6
10'
10'
"KEEP TO THE RIGHT"
12'
12'
52'R
66'R
16'
30'R
"STOP"
6
18'
12'
20'
County Rd. No. 335
14'
"STOP"
Foot Path
20'
20'
6
Pacific Ave. West

//// Raised Asphalt Markers
+ Delineators

O[illegible]N STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PROPOSED INTERSECTIONAL REVISION
PACIFIC AVENUE WEST AND COUNTY ROAD NO. 335

ORE. 6 Hwy. No. 37 M.P. 51.75
Scale: 1" = 50' April, 1953


6
10'
10'
12'
"KEEP TO THE RIGHT"
52'R
16
30'R
"STOP"
6
20'
12'
14'
County Rd. No. 335
"STOP"
Foot Path
Pacific Ave. West
20'
20'

/ / / / Raised Asphalt Markers

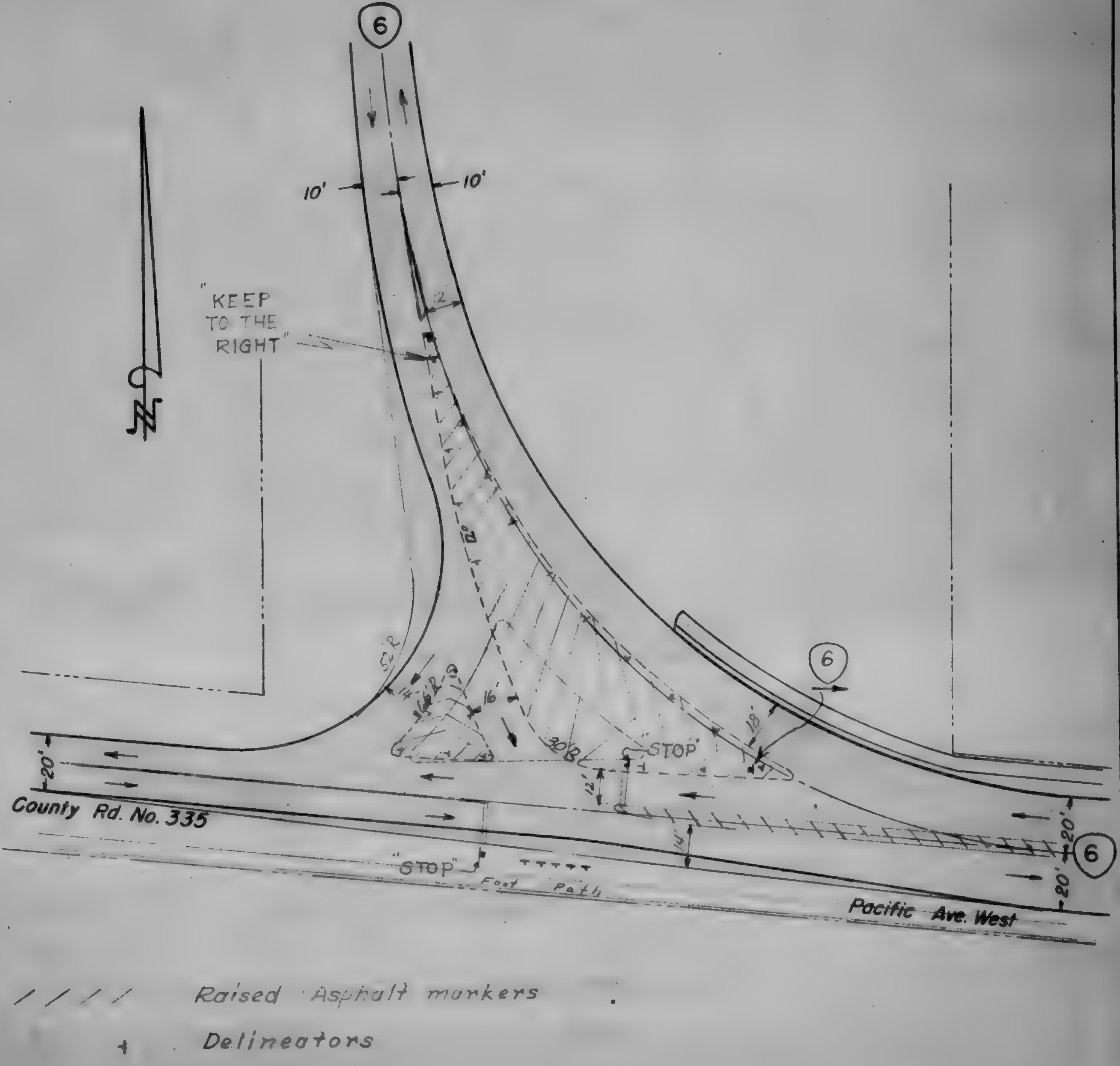
Delineators

O[illegible]N STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PROPOSED INTERSECTIONAL REVISION

PACIFIC AVENUE WEST AND COUNTY ROAD NO. 335

ORE. 6 Hwy. No. 37 M.P. 51.76
Scale: 1" = 50' April, 1953


6
10'
10'
"KEEP TO THE RIGHT"
12
12
52 R
4
16
30 R
"STOP"
12
18
6
20'
County Rd. No. 335
14'
"STOP"
Foot Path
20'
20'
6
Pacific Ave. West
/ / / / Raised Asphalt markers
+ Delineators

RECEIVED
[illegible]
FOR FILING

3-1603

October 9, 1952

Mrs. Phillip Lesser
2535 - 21st Avenue
Forest Grove, Oregon

Dear Mrs. Lesser:

There has been referred to this office your letter addressed to the State Highway Department requesting traffic control lights at certain intersections in Forest Grove.

The Traffic Engineering Division has recently completed an investigation of traffic conditions in Forest Grove, and studies indicated that at the present time none of the street intersections in Forest Grove have sufficient warrant for the installation of traffic lights, and, therefore, we can not recommend such installation to the State Highway Commission.

Mr. Gardner, the City Manager, has been advised of the Traffic Engineering study and findings.

As to the location at the high school, which is outside the city limits of Forest Grove, further studies are being made to determine what best should be done at this location to improve existing conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. F. B. Crandall

October 1, 1952

Mrs. Phillip Lesser
2555 - 21st Avenue
Forest Grove, Oregon

Dear Mrs. Lesser:

In your letter of September 30, 1952, just received, you urge the State Highway Commission to install "Stop" and "Go" signals at several state highway intersections in your city as a traffic control measure.

The Highway Commission has received several letters of similar nature from residents of Forest Grove, all of which have been referred to the State Highway Engineer, Mr. R. H. Baldock, for investigation and report to the State Highway Commission. Your letter is also being referred to the Engineer who, I am sure, will consider it in preparing his report. When action in the matter has been taken by the Highway Commission, I will advise you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

COPY

ACKNOWLEDGED
H. B. GLAISYER

Sept. 30 - 1952
2535 - 21st Ave.
Forest Grove, Ore.

State Highway Dept.
Salem, Oregon.

Dear Sir:

I am Writing to you to see if something Cannot be done about traffic in Forest Grove.

we are badly in need of Stop and Go signals at the intersections of:

Main St. and Pacific Ave.,

Pacific Ave. and Council St, and

west of Forest Grove on new Highway by the new High School now under Construction -

The blinker we have now at Main St and Pacific Ave. is not adequate.

Please do something about it before some one gets hurt -

Mrs. Phillip Lesser

COPY

COPY

Sept. 30, 1952
2535 - 21st Ave.
Forest Grove, Oregon

State Highway Dept.
Salem, Oregon

Dear Sir:

I am writing to you to see if something cannot be done about traffic in Forest Grove .

We are badly in need of Stop and Go signals at the intersections of:

Main St. and Pacific Ave.,
Pacific Ave. and Council St. and
West of Forest Grove on new highway by the new High School now under construction.

The blinker we have now at Main St. and Pacific Ave. is not adequate.

Please do something about it before someone gets hurt.

/s/ Mrs. Phillip Lesser

COPY

RECEIVED
OCT 15 1952
FOR FILING

3-1663

October 9, 1952

Miss Mary E. Paul
2239 C Street
Forest Grove, Oregon

Dear Miss Paul:

There has been referred to this office your letter addressed to the State Highway Department requesting traffic-control lights at certain intersections in Forest Grove.

The Traffic Engineering Division has recently completed an investigation of traffic conditions in Forest Grove, and studies indicated that at the present time none of the street intersections in Forest Grove have sufficient warrant for the installation of traffic lights, and, therefore, we cannot recommend such installation to the State Highway Commission.

Mr. Gardner, the City Manager, has been advised of the Traffic Engineering study and findings.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

WCW:me lg

September 30, 1952

Miss Mary E. Paul
2239 C Street
Forest Grove, Oregon

Dear Miss Paul:

I am referring to the State Highway Engineer, Mr. R. H. Baldock, for investigation and report to the State Highway Commission your letter of September 29, 1952 requesting installation of a "Stop" and "Go" light at the intersection of Main Street and Pacific Avenue in your City.

You will be informed when action has been taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

Forest Grove Oregon
Sept. 29, 1952

State Highway Department
Salem Oregon.

Sirs,

As a citizen of Forest Grove Oregon I would like to see a stop and go light placed at the intersection of Main Street and Pacific Ave. This is a very dangerous corner and as a pedestrian and also a car driver I think there should be a light there to direct traffic.

Very respectfully

Mary E. Paul

2239 C St.
Forest Grove Oregon

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Forest Grove, Oregon

September 29, 1952

State Highway Department
Salem, Oregon

Sirs:

As a citizen of Forest Grove, Oregon I would like to see a stop and go light placed at the intersection of Main Street and Pacific Avenue. This is a very dangerous corner and as a pedestrian and also a car driver I think there should be a light there to direct traffic.

Very respectfully

/s/ Mary E. Paul

2239 C St.
Forest Grove, Oregon

September 30, 1952

Miss Laura Smith
Forest Grove, Oregon

Dear Miss Smith:

I am referring to the State Highway Engineer, Mr. R. H. Baldock, for investigation and report to the State Highway Commission your letter of September 28, 1952 in which you request installation of a "Stop" and "Go" light at the intersection of Pacific Avenue and Main Street in your City, and an additional light near the new highschool.

You will be informed when action has been taken in the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

State High

and go lig
highway w

Forest Grove Ore
Sept 28-52

State Highway Commission:-

As a tax payer of Wash. Co. I think there should be a stop & lights on all directions of Pacific + Main, and one on the new highway west of town near the new high scool.

Sincerely

Laura Smith

RECEIVED
STATE [illegible] COMMISSION

Forest Grove, Ore.
September 28, 1952

COPY

State Highway Commission

As a tax payer of Wash. Co. I think there should be a stop and go light on all directions of Pacific & Main, and one on the new highway west of town near the new high school.

Sincerely,

/s/ Laura Smith

RECEIVED
OC
FOR FILING

3-11

October 9, 1952

Mrs. Lyle A. Brooks
P. O. Box 215
Forest Grove, Oregon

Dear Mrs. Brooks:

There has been referred to this office your letter addressed to the State Highway Department requesting traffic control lights at certain intersections in Forest Grove.

The Traffic Engineering Division has recently completed an investigation of traffic conditions in Forest Grove, and studies indicated that at the present time none of the street intersections in Forest Grove have sufficient warrant for the installation of traffic lights, and, therefore, we can not recommend such installation to the State Highway Commission.

Mr. Gardner, the City Manager, has been advised of the Traffic Engineering study and findings.

As to the location at the high school, which is outside the city limits of Forest Grove, further studies are being made to determine what best should be done at this location to improve existing conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. M. O. Gardner
City Manager
Forest Grove, Oregon

Mr. W. C. Williams
Mr. F. B. Crandall

September 26, 1952

Mrs. Lyle A. Brooks
P. O. Box 215
Forest Grove, Oregon

Dear Mrs. Brooks:

There was received in this morning's mail your undated letter in which you urged the State Highway Department to install a STOP AND GO light at the intersection of Pacific Avenue and Main Street in your city, Pacific Avenue being the route of the Tualatin Valley Highway, because of the hazardous conditions that you state exist by reason of change in the highway routing. You also ask for the installation of a traffic control signal on Pacific Avenue at the point where the new road turns north near the new high school.

In order to determine the need for traffic signals, engineering investigations are required. Accordingly I am referring your letter to the State Highway Engineer for such investigation as he deems necessary and recommendation to the State Highway Commission. When action has been taken in the matter, I will advise you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

cc Members of the Commission
R. H. Baldock

COPY

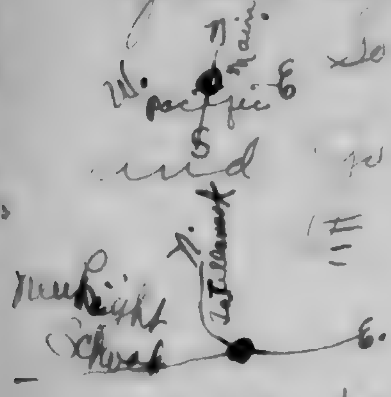
ACKNOWLEDGED
H. B. GLAISYER

2604 - 13th ave
Forest Grove, Oreg

State Hi-Way Dept
Salem
Oregon

Dear Sirs:

I am writing in regard to the needed Stop lights in our "fair city"
Since the highway has been changed so the traffic goes down Pacific ave. one can hardly cross the Street anymore from each bank Corner so we truly need a Stop light there.



and [illegible] also here. There will be "Many a Crash" if we don't. Come over and look this over?

yours truly
Mrs. [illegible]a Brooks
Box 215
Forest Grove, Oreg.

COPY

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Dear S

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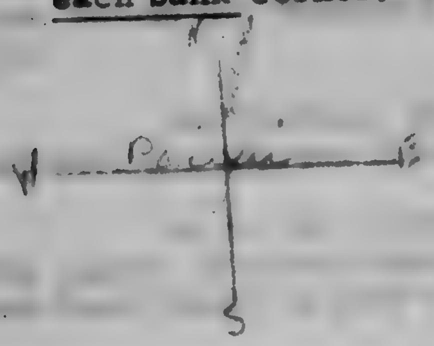
2604 - 13th Ave
Forest Grove, Oreg

State Hi Way Dept
Salem
Oregon

Dear Sirs:--

I am writing in regard to the needed Stop lights in our "fair city"

Since the highway has been changes So the traffic goes down Pacific Ave. one can hardly cross the Street anymore from each bank corner. So we truly need a Stop and Go light there.



Also here. There will be "Many a crash" if We dont. Come over and look this over?

Yours truly

/s/ Mrs. Lyle a Brooks
Box 215
Forest Grove, Oreg.

COPY

RECEIVED
OCT [illegible]
FOR FILING

3-1163

October 9, 1952

Miss Laura Smith
Forest Grove, Oregon

Dear Miss Smith:

There has been referred to this office your letter addressed to the State Highway Department requesting traffic control lights at certain intersections in Forest Grove.

The Traffic Engineering Division has recently completed an investigation of traffic conditions in Forest Grove, and studies indicated that at the present time none of the street intersections in Forest Grove have sufficient warrant for the installation of traffic lights, and, therefore, we can not recommend such installation to the State Highway Commission.

Mr. Gardner, the City Manager, has been advised of the Traffic Engineering study and findings.

As to the location at the high school, which is outside the city limits of Forest Grove, further studies are being made to determine what best should be done at this location to improve existing conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. F. B. Crandall

RECEIVED
OCT 14 1952
FOR FILING

3-1503

September 26, 1952

Mr. M. O. Gardner
City Manager
Forest Grove, Oregon

Dear Sir:

Conforming to your request, investigations have been conducted at certain intersections in Forest Grove to determine warrant for signalization. Field investigations were conducted at three intersections; namely, Main and Pacific, Main and College Way, and Main and Cedar Streets. It is believed that the intersections studied are the most critical and the ones which would more nearly approach signal warrant, for which reason our investigations were confined to the intersections named.

The State Highway Commission finds it difficult to install all signals meeting the warrants prescribed by the American Association of State Highway Officials. We do not install signals at any intersection until the national warrant is met.

With respect to the three intersections studied in Forest Grove, values for vehicular volumes fell considerably short of the prescribed warrants. The pedestrian volume at one intersection only, Main and Pacific, met the prescribed warrant, but when considered with the vehicular volume the overall warrant does not justify signalization. With respect to accidents, the warrant specifies a minimum of five accidents during a one-year period that might be prevented by signalized control. All three intersections fell far short of this warrant.

In light of the foregoing, signalization can not be recommended at the present time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me
cc Mr. F. B. Crandall

September 15, 1952

Mrs. Gordon Burlingham
1306 Birch
Forest Grove, Oregon

Dear Mr. Burlingham:

In your letter of September 1[illegible], 1952 you call to the attention of the State Highway Commission what you term a very dangerous condition that exists at the intersection of the new Gales Creek Road with West Pacific Avenue in your city, at which point you suggest installation of a red and green traffic signal.

I am referring your letter to the State Highway Engineer for such investigation as he deems necessary and report to the State Highway Commission. When action has been taken in the matter, I will advise you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme

cc: Commissioners
R. H. Baldock

MRS. GORDON BURLINGHAM
1306 Birch - Forest Grove, Oregon

Sept. 12, 1952

State of Oregon Highway Commission
Salem, Oregon.

ACKNOWLEDGED
H. B. GLAISYER

Gentlemen,

May I call your immediate attention to a very dangerous intersection in Forest Grove. Driving west on Pacific Avenue one approaches the new Forest Grove Union High School now under construction.

This highway is the only road leading west and only approach to the High School. The turn in the

---

Mrs.
Pacifi
Forest

Dear

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HBG:

cc:

MRS. GORDON BURLINGHAM
1306 Birch - Forest Grove, Oregon

state highway to the right in the opinion of many citizens should have a stop light. That is a red light for completely stopping traffic and a following green light.

If one wishes to drive straight ahead west - as do all the citizens in the large farming area beyond Forest Grove, and as will

---

Mrs.
Pacifi
Forest

Dear

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HBG

cc: C

MRS. GORDON BURLINGHAM
1306 Birch - Forest Grove, Oregon

the five hundred high school students. it is impossible to all the traffic coming around the curve driving toward Forest Grove. The trucks are the greatest danger because of the rate of speed allowed.

As a parent of a high school student, I beg of you to install a light before a tragic accident occurs at this junction.

Yours Truly,
Dollie Burlingham

September 15, 1952

Mrs. Ella Maude Paterson
Pacific Highway West
Forest Grove, Oregon

Dear Mrs. Paterson:

This will acknowledge receipt of your letter of September 12, 1952 pointing out, what you term, a dangerous condition that exists on West Pacific Avenue in Forest Grove at the point where the State Highway and the county road intersect. You suggest the installation of a traffic signal at this point requiring complete stop before entering the intersection as a solution of the problem.

Matters of this kind must be investigated by the Engineering Department before they are presented to the State Highway Commission. Accordingly, I am referring your letter to the State Highway Engineer for such investigation as he deems necessary. When action has been taken by the Commission, I will advise you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

RECEIVE
AUG 27 1952
FOR FILIN

3-160

346

Cross Referenced To:

GEO. G. PATE ON
FOREST GROVE, OREGON

ACKNOWLEDGED
H. B. GLAISYER

9-12-52

State Highway Com.
Salem Oregon.

Dear Sirs:- May I suggest that you give immediate attention to the booby trap which exists where the state highway and the county road meet on Pacific ave W. in Forest Grove. My gate is just south of the island and as I drive West and try to enter my gate there is indeed a very dangerous hazard. I am a cautious driver, never taking chances and I have had a narrow escape at this point. I shudder to think of the teen agers driving this road to the High school when the Gym. is finished in January.

The solutation would be a

---

the warrant

studied.

Very truly yours,
(signed by W.C.W.)
R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

FBC:t 1g

RECEIVED
AUG 27 1952
FOR FILING

Cross Referenced To:

3-1

39

traffic light, making a
complete stop and wait, for
the green light.

I have no quarrel with
the men who built the Hiway; they were indeed courteous
and thoughtful, but please
do put in a traffic light
before some tragic accident
happens.

Yours truly,
Ella Maude Paterson.

Pacific Ave. W.
Forest Grove. Oreg.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

State Highway Engineer

cc Mr. F. B. Crandall

FBC:t lg

RECEIVED
AUG 27 1952
FOR FILING

3-1665

3428

Cross Referenced To:

August 26, 1952

Mr. M. O. Gardner
City Manager
Forest Grove, Oregon

Dear Sir:

This will acknowledge your letter of August 15 regarding the status of speed zones and signal installations in Forest Grove.

With regard to speed zones, an investigation has been completed, a report written and the matter included on the agenda for consideration at the next Speed Control Board meeting. A meeting of the Board is subject to the call of the Chairman, and I cannot give you a definite date as to when the next meeting will be. However, it is probable that a meeting will be scheduled the first part of September.

Regarding possible signalization work, I believe you are aware that data are being obtained with respect to several intersections in Forest Grove including the one at Main and Pacific. At such time as prerequisite field information is assembled, we will proceed with analysis to determine the warrant for signalization at the several intersections studied.

Very truly yours,
(signed by W.C.W.)
R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

FBC:t lg

LESTER S. HUGHES, MAYOR
M. O. GARDNER, CITY MANAGER-TREASURER
G. E. RICHARDS, RECORDER
JAMES R. SHICK, ATTORNEY
N. J. GRIFFIN, POLICE
ROY THOMPSON, FIRE CHIEF

City of Forest Grove

THE CITY WITH THE LOW
BONNEVILLE ELECTRIC RATE

FOREST GROVE, OREGON

Date: August 20, 1952

ASSIGNMENT

No. 3[illegible]
By [illegible]

Description: Letter from M. O. Gardner, City Manager, Forest Grove, dated August 15, re traffic control in Forest Grove.

Acknowledged by ----- Referred to CRANDALL

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XXXeturn with rough draft of reply
Please prepare for ---------- signature

[illegible] W. C. [illegible]

Assignment executed 8-26-52 Report received ----------

Remarks: **Flashing beacon was approved by Commission.**

...dall and
...ning the
...hes. They
...intersection

Inasmuch as I am ... these matters I would appreciate ... on both of ... as to what the present status is on these ... from you ... so that I may pass it on to the interested parties. It is needless to say that all of these measures for traffic control and pedestrian safety are vitally needed, so any measure that can be taken to expedite this will be appreciated.

Yours truly,

M O Gardner
M. O. Gardner
City Manager

MOG/em

NOTED
F. B. CRANDALL

LESTER S. HUGHES, MAYOR
M. O. GARDNER, CITY MANAGER-TREASURER
G. E. RICHARDS, RECORDER
JAMES R. SHICK, ATTORNEY
N. J. GRIFFIN, POLICE
ROY THOMPSON, FIRE CHIEF

City of Forest Grove
THE CITY WITH THE LOW
BONNEVILLE ELECTRIC RATE

FOREST GROVE, OREGON

August 15, 1952

Mr. W. C. Williams, Assistant State Hwy. Engr.
Salem, Oregon

Dear Mr. Williams:

I have had several conversations with Mr. Crandall and Mr. Johnson of the Traffic Control Division concerning the restricted speed zones on our four highway approaches. They were also working towards a traffic light at the intersection of Main Street and Pacific Avenue.

Inasmuch as I am continually being approached on both of these matters I would appreciate having some word from you as to what the present status is on these projects so that I may pass it on to the interested parties. It is needless to say that all of these measures for traffic control and pedestrian safety are vitally needed, so any measure that can be taken to expedite this will be appreciated.

Yours truly,

M O Gardner
M. O. Gardner
City Manager

MOG/cm

NOTED
F. B. CRANDALL

3-1604 S. Oswego Sec. of the Oswego 1953
Hwy.
#3969

[illegible]
3-1104

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 18, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3969	3-final	Portland Road & Driveway Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22480	R-80698	$ 546.06	11/18/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wicklander
ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Sep. 30, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-19-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

A A Wicklander

[illegible] ON CARD
11-19-53

RECEIVED
FOR FILING

November 3, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3969 for work performed on the South Oswego Section of the Oswego Highway in Clackamas County was completed by the contractor, Portland Road & Driveway Co., on September 30 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of $546.06 will be released to the contractor on or after November 13, 1953. The total contract amount is $11,305.63 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

11-3-53

RECEIVED
OCT 15 1953
FOR FILING

3-11 1

3969

October 15, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to the Portland Road & Driveway Co. in connection with contract No. 3969, for grading and paving on the South Oswego Section of the Oswego Highway in Clackamas County.

This payment, in the amount of $7,061.56, will be released to the contractor on or after October 26, 1953. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc:

NOTED ON CARD

10-15-53

Form E-1—10M

3-1604

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3, 1953

Section South Oswego

Kind of work Grading & Paving

Highway Oswego

Section prefix 3-1604

Contractor Portland Road & Driveway Co.

Contract number 3930

Date of contract June 26, 1953

Date of completion September 30, 1953

Date work started August 12, 1953

Estimated date of completion September 30, 1953

Amount of contract $12,027.26

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $11,250.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $1,000.00, 100+%

Date project was completed September 30, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday through Wednesday the contractor put on the shoulders and did miscellaneous blading and trimming work. The job was considered completed on September 30, 1953.

Clackamas County expects to resume grading of the McVey Rd. (County Road 114) connection to the Oswego Highway next week.

NOTED
H. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

Signed Willard J. Scofield
Willard J. Scofield Res. Eng'r.

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.31	0.31			0.31
Miles partially completed					
Miles completed	0.31	0.31			0.31
Total estimated quantities	2500	1550			535
Estimated quantities moved or placed to date	1550	1100			530
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					11

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men					8	1	9
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons					2		2
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1..........., Rollers 1..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Fair		
Saturday	"		

State Printing

RECEIVED
[illegible] 1953
FOR FILING

3-1049

3969

August 5, 1953

Portland Road & Driveway Co.
7295 S. E. King Road
Portland 22, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3969, which was awarded to you on June 26, 1953, for grading and paving on the South Oswego Section of the Oswego Highway, Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Portland Road & Driveway Company
7295 SE King Road
Portland 22, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3969 for pavement widening on the South Oswego Section of the Oswego Highway in Oswego, Clackamas County. This award was based on your bid of $12,083.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: F. G. Smith
E. H. Probert
W. M. [illegible], [illegible]

RECEIVED
MAY [illegible] 1953
FOR FILING

Return To
Floyd Query

3a

April 16, 1953

Oswego -

Mr. Al Hughes, Mayor
City of Oswego
Oswego, Oregon

Dear Mr. Hughes:

Several months ago your City made a request to the Highway Commission for widening the Oswego Highway through the City. Since that time an engineering investigation has been conducted including a personal inspection of the project by Mr. R. H. Baldock, the State Highway Engineer.

I am sure that you will be pleased to know that the Highway Commission at its meeting April 8 and 9 approved widening the existing pavement to 40 feet contingent upon the City's adopting the necessary parking regulations to provide for the movement of four lanes of traffic on the widened highway. Mr. Baldock will advise you in detail of the parking ordinance required.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FQ:ehr

RECEIVED
APR 7 1953
FOR FILING

Maint
Hwys
Muni - City Streets
Oswego

April 3, 1953

Oregon State Highway Commission

Gentlemen:

I made a report to you, under date of February 20, on the matter of the request of the City of Oswego for widening the Oswego Highway through the city. I advised you that the cost of widening the highway to 60 feet between curbs, including the construction of curbs, drainage facilities, et cetera, would be $[illegible],000.

Since my report to you, I have had occasion to make a personal inspection of this project, and it is my opinion that a lesser improvement could be effected which would solve present conditions at a much lesser cost. We can widen the present 18-foot pavement to 40 feet, 11 feet on each side, eliminating the curbs as well as the 10-foot widths, at a cost of about $11,000. The City would agree to eliminate parking, and the 40-foot width would carry four moving lanes of traffic and should be all that is needed for several years to come. The work that would be done now would fit into the over-all improvement, when and if made, so no money would be lost by the stage construction. If we can solve the problem in Oswego for an expenditure of $11,000, I believe it would be advisable to do so, and I, therefore, recommend that we widen the existing pavement to 40 feet as a minor betterment project, to be financed from unallocated funds. This, of course, is contingent upon the City's adopting the necessary parking regulations to provide for the proper movement of four lanes of traffic on the widened highway.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. C. H. Maison
Mr. H. G. Smith

FORM E-90 37,900 4-52 56906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 2nd, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

I went over the Oswego Section with Mr. R. H. Baldock and members of the Oswego City Council on Friday March 27th. This is in connection with their request for improvement of the section from the southerly end of the last city project at Station 271+00 to the north end of the Sucker Creek Bridge at Station 253+40. We had previously prepared an estimate on the regular city section, including curbs etc., which totaled approximately $43,000.00. Mr. Baldock advised the city representatives that this project was not feasible at this time, however he requested that I work up an estimate to simply widen the pavement from the south end of our previous project to the south shore road which is at Station 254+50.

I am enclosing herewith estimate prepared by James Don, and based on widening the existing pavement by an 11 foot lane on each side. This would include the necessary excavation, base rock, and two inches of asphaltic concrete, which was suggested by him with the idea that when the full section was eventually constructed, this part would fit in to the ovrall plan, and two inches of additional paving would be put across both the widened section and the existing 18 foot concrete pavement. You will note that our total estimate, including 12-1/2% for contingencies and engineering, amounts to $11,700.00. This could be worked up as a contract project on this basis, however if it were done as a State Force Project, it is believed that there could be some saving from this estimate, as base rock could be obtained from our Durham pit on about a five mile haul, which should reduce this item somewhat, and I believe the balance of the items could be handled at about the cost shown in our estimate.

This improvement is based on the city prohibiting parking in the section, except for one block at the school, where parallel parking only is to be permitted, and the job has been worked up on this basis.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. G. Smith

RECEIVED
APR 23 1953
OREGON
STATE HIGHWAY COMMISSION

OSWEGO SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

Estimate of Cost

	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL	UNIT COST	COST
1.	General Exc. Unclassified	Cu.Yds.	2084	216	2300	1.00	2300.00 3450.00
2.	2½"-0 Mat'l in Base	Cu.Yds.	1196	104	1300	2.50	3250.00
3.	3/4"-0 Mat'l in Base and Shoulders	Cu.Yds.	150	20	170	3.50	595.00
4.	Sprinkling	M.Gals.	37	3	40	3.00	120.00
5.	Class "B" Asphaltic Conc.	Tons	470	45	515	8.00	4120.00
				Total			10,385.00
				12½% Cont. & Engr.			1,315.00
				Grand Total			$11,700.00

Southerly end of project is at Station 253/40 which station is the northerly end of Sucker Creek Bridge.

The northerly end of the project is Station 271/0 which station is the present end of the 4 lane section in the city of Oswego.

Station 254/50

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FEB 1953
FOR FILING

1-8

February 20, 1953

Oregon State Highway Commission

Gentlemen:

On the unfinished business agenda of January 22, Item 9 pertains to a request of the City of Oswego for widening the Oswego Highway through the city and improving the signalization of the railroad crossing.

We have determined that the cost of widening the highway to a 60-foot width between curbs, the same as now exists in the northern part of the city, would be $60,000.

At the south city limits of Oswego the average daily traffic is approximately 3,400, and with this amount of traffic not too high a priority could be given to widening of the existing roadway until funds are much more plentiful than at present.

I recommend that this work be deferred until there is a material increase in traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me

FORM E-90 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

The estimated cost of widening the Oswego Highway to four lanes from the present 4-lane section in the city to the Sucker Creek Bridge, using the same 60-foot width between curbs as in the City of Oswego, is $43,000. This does not provide for any resurfacing over the existing concrete pavement, but merely to build the widening flush with that surface.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

Feb [illegible]
W. C. WILLIAMS

HGS:AR

[illegible]
[illegible]
[illegible] 3/27/53

RECEIVED
FEB 13 1953
[illegible]
STATE HIGHWAY ENGINEER

Form 2-46

OREGON STATE HIGHWAY COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Form E-6

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET 1 OF 1 SHEETS

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] to 27+0

[illegible]

[illegible]

Form E-40

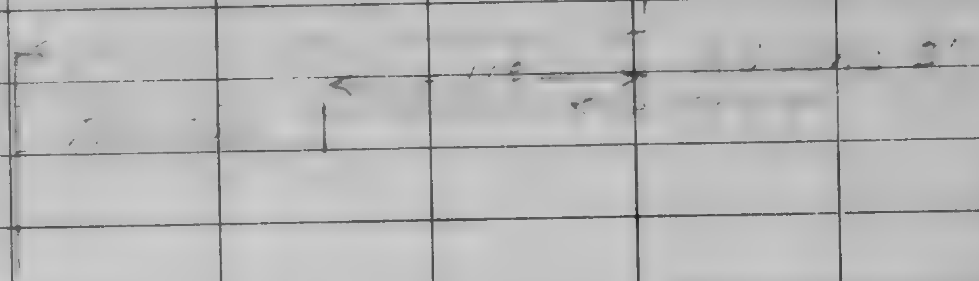
OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

[illegible]

[illegible]

[illegible]



2[illegible] = 38720 sq Ft

38720 x [illegible] = [illegible] Tons

[illegible]

[illegible] 114 [illegible]

38[illegible] = [illegible] Tons

[illegible]

Form E-108

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

EARTH WORK COMPUTATION SHEET

Section Oswego Line ..... Sheet No. [illegible]

Highway [illegible] County [illegible] Job No. .....

STATE PRINTING DEPT.

STATION NUMBERS	AREAS Cut	 Fill	VOLUMES Excavation	 Subtotals	 Embankment	 Subtotals	MASS COMPUTATION Emb. + or — %	 Summation	CLASSIFICATION Basis	Quantities Common	 Inter.	 Rock
[illegible]	[illegible]											
			16									
[illegible]	[illegible]											
			8									
[illegible]	[illegible]											
			[illegible]									
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			11									
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			25									
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			38									
[illegible]	[illegible]											
			30									
+50	[illegible]											
			20									
[illegible]	[illegible]											
			[illegible]									

Form E-103

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

EARTH WORK COMPUTATION SHEET

Section .... *Line* .... *Sheet No.* ....

Highway .... *County* .... *Job No.* ....

STATE PRINTING DEPT.

STATION NUMBERS	AREAS		VOLUMES				MASS COMPUTATION		CLASSIFICATION			
	Cut	Fill	Excavation	Subtotals	Embankment	Subtotals	Emb. + or − ___ %	Summation	Basis	Quantities Common	Inter.	Rock
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			18									
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			7									
[illegible]	[illegible]											
			[illegible]									

Form E-108

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

EARTH WORK COMPUTATION SHEET

Section [illegible] *Line* .... *Sheet No.* [illegible]

Highway [illegible] *County* [illegible] *Job No.* ....

STATE PRINTING DEPT.

STATION NUMBERS	AREAS		VOLUMES				MASS COMPUTATION		CLASSIFICATION			
	Cut	Fill	Excavation		Embankment		Emb. + or — %	Summation	Basis	Quantities		
				Subtotals		Subtotals				Common	Inter.	Rock
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Form E-166

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

EARTH WORK COMPUTATION SHEET

Section Oswego
Line
Sheet No. 4
Highway [illegible]
County [illegible]
Job No.

STATE PRINTING DEPT.

STATION NUMBERS	AREAS		VOLUMES				MASS COMPUTATION		CLASSIFICATION			
	Cut	Fill	Excavation		Embankment		Emb. + or — ——%	Summation	Basis	Quantities		
				Subtotals		Subtotals				Common	Inter.	Rock
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			[illegible]									

Form E-103

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

EARTH WORK COMPUTATION SHEET

Section [illegible] *Line* .... *Sheet No.* [illegible]

Highway [illegible] *County* [illegible] *Job No.* ....

STATE PRINTING DEPT.

STATION NUMBERS	AREAS		VOLUMES				MASS COMPUTATION		CLASSIFICATION			
	Cut	Fill	Excavation		Embankment		Emb. + or — .... %	Summation	Basis	Quantities		
				Subtotals		Subtotals				Common	Inter.	Rock
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Form E-103

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

EARTH WORK COMPUTATION SHEET

Section .... Line .... Sheet No. ....
Highway .... County .... Job No. ....

E PRINTING DEPT.

STATION NUMBERS	AREAS		VOLUMES				MASS COMPUTATION		CLASSIFICATION			
			Excavation		Embankment					Quantities		
	Cut	Fill		Subtotals		Subtotals	Emb. + or — ____ %	Summation	Basis	Common	Inter.	Rock

RECEIVED
MAR 6 1953
FOR FILING

January 8, 1953

Mr. P. K. Hammond
City Attorney
City of Oswego
Oswego, Oregon

Dear Mr. Hammond:

I have just received your letter of January 7, 1953 in which you request in behalf of the City Council of the City of Oswego an appointment with the State Highway Commission at its regular meeting in January to discuss improvement of Highway No. 43 within the City of Oswego, and the problem of the Southern *Pacific* Company's crossing of this highway.

The next regular meeting of the Commission is scheduled to be held in Portland on Wednesday and Thursday, January 21 and 22, 1953. Delegations will be held on the second day, Thursday the 22nd, on which day I have reserved for the convenience of the City Council fifteen minutes of time, starting at 2:15 p.m., which is the earliest unassigned time available and which I trust is satisfactory. This meeting of the Commission will be held in the Crystal Room on the first floor of the Benson Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 8, 1953

NOTED
W. C. WILLIAMS

Mr. [illegible] K. Hammond
City Attorney
City of Oswego
Oswego, Oregon

Dear Mr. Hammond:

I have just received your letter of January 7, 1953 in which you request in behalf of the City Council of the City of Oswego an appointment with the State Highway Commission at its regular meeting in January to discuss improvement of Highway No. 43 within the City of Oswego, and the problem of the Southern Pacific Company's crossing of this highway.

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Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners ✓
R. H. Baldock ✓

REFERRED TO
Williams
By State Highway Engineer

[illegible]

CITY OF OSWEGO

Telephone 6421 . Oswego, Oregon

COPY

January 7, 1953

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

I have been requested by the Council of the City of Oswego to ask that a delegation from the Council be permitted to appear before the State Highway Commission at its regular meeting in Portland on January 20th and 21st.

The purpose of this request is to give the officials of the City of Oswego an opportunity to discuss with the Commission the improvement of Highway No. 43 within the City of Oswego and to discuss the problem of the Southern Pacific Company's crossing over such Highway.

It will be appreciated if you can give our officials a place on the agenda for the coming meeting and advise the writer as to what date and hour is set for that purpose.

Sincerely yours,

/s/ P. K. Hammond

City Attorney

PKH:ak

COPY

STATE HIGHWAY COMMISSION MEETING

elegation [illegible]

ate 2/[illegible]

ime [illegible]

Spokesman

Name	City or Town	Capacity
[illegible] Williams	[illegible]	Councilman
Alan Wilson	"	"
Dr. [illegible]	"	"
Paul Webb	"	Chamber of Commerce
[illegible]	"	City Attorney
Robert Belknap	"	Pres. Lions Club

22

City of Oswego

TELEPHONE 6421 · OSWEGO, OREGON

January 7, 1953

HAMMOND & HAMMOND
ATTORNEYS AT LAW
P. O. BOX 606
OREGON CITY, OREGON

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

I have been requested by the Council of the City of Oswego to ask that a delegation from the Council be permitted to appear before the State Highway Commission at its regular meeting in Portland on January 20th and 21st.

The purpose of this request is to give the officials of the City of Oswego an opportunity to discuss with the Commission the improvement of Highway No. 43 within the City of Oswego and to discuss the problem of the Southern Pacific Company's crossing over such Highway.

It will be appreciated if you can give our officials a place on the agenda for the coming meeting and advise the writer as to what date and hour is set for that purpose.

Sincerely yours,

PKHammond

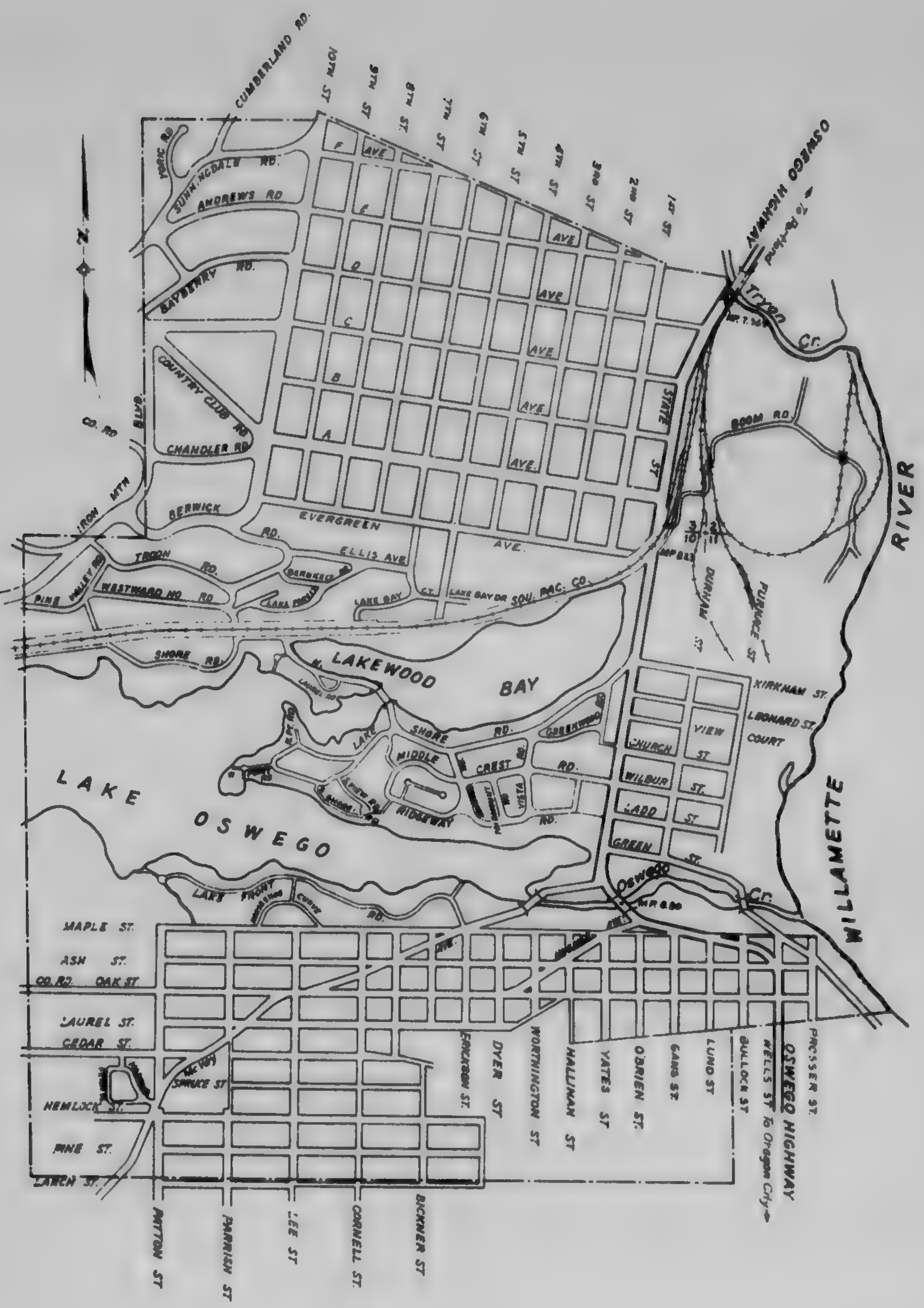
City Attorney

2:15 PM
1-21-53

RECEIVED

PKH:ak

Oswego by the Lake..."Live where you Play"


CUMBERLAND RD.
10TH ST
9TH ST
8TH ST
7TH ST
6TH ST
5TH ST
4TH ST
3RD ST
2ND ST
1ST ST
F AVE
E AVE
D AVE
C AVE
B AVE
A AVE
STATE ST
SUNNINGDALE RD.
ANDREWS RD
BAYBERRY RD.
COUNTRY CLUB RD
CHANDLER RD
BERWICK
IRON MTN BLVD
CO. RD
EVERGREEN RD.
ELLIS AVE
TROON RD.
PINE VALLEY RD
WESTWARD HO RD
LAKE BAY CT.
LAKE BAY DR
SOU. PAC. CO.
SHORE RD.
LAKEWOOD BAY
LAKE SHORE RD.
GREENWOOD
MIDDLE CREST RD.
RIDGEWAY RD.
LAKE OSWEGO
LAKE FRONT RD.
OSWEGO HIGHWAY
To Portland
Tryon Cr.
BOOM RD
RIVER
WILLAMETTE
DURHAM ST
FURNACE ST
KIRKHAM ST.
LEONARD ST.
VIEW COURT
CHURCH ST.
WILBUR ST.
LADD ST.
GREEN ST.
Oswego Cr.
MAPLE ST.
ASH ST.
CO. RD. OAK ST
LAUREL ST.
CEDAR ST.
SPRUCE ST
HEMLOCK ST.
PINE ST.
LARCH ST.
PATTON ST
PARRISH ST
LEE ST
CORNELL ST
BICKNER ST
ERICKSON ST.
DYER ST
WORTHINGTON ST
HALLINAN ST
YATES ST
OBRIEN ST.
GANS ST
LUND ST
BULLOCK ST
WELLS ST To Oregon City
OSWEGO HIGHWAY
PRESSER ST
N

OSWEGO

Scale in Feet

0 800 1600 2400

CLACKAMAS CTY.
T2S R1E W.M

REV. 6-30-52

RECEIVED
FEB 21 1955
FOR FILING

[illegible]
3970

February 18, 1955

Oregon State Highway Commission

Gentlemen:

During construction of the Rinehart Creek Bridge on US101, the foundation as planned at the north end of the bridge proved unsatisfactory, and it was necessary to lengthen the bridge by one span.

This resulted in an overrun in the project authorization of approximately $16,500, or nine per cent, and it is respectfully requested that you approve additional project authorization on Contract No. 3970, Rinehart Creek Bridge, in the amount of $16,500.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc
Mr. G. S. Paxson
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me lg

FEB 17 1955

AF-124/4
3970

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 11, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3970	14-Final	Peter Kiewit Sons Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2352	R-115404	$ 5,668.44	2/10/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: May 31, 1954

Time Extensions: to Aug. 31, 1954 without penalty

Completion Date: Aug. 30, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-14-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Ruth Rawlings

RECEIVED
JAN 27 1955
FOR FILING

SF-84 (4)
3970

January 26, 1955

Registered Mail

Central Surety & Insurance Corp.,
P. O. Box 207
Kansas City 10
Missouri

Gentlemen:

State Highway contract No. 3970 for work performed on the Rinehart Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Peter Kiewit Sons' Company, on August 30, 1954, and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $5,668.44 will be released to the contractor on or after February 7, 1955. The total contract amount is $188,947.93, of which amount $5,961.76 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Central Surety & Insurance Corp.,
C. A. Tomasene & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

noted on card
DC

RECEIVED
DEC 29 1954
FOR FILING

3F-124(4)
? : 10

December 28, 1954

REGISTERED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Co. on contract No. 3970, for constructing the Rinehart Creek Bridge on the Oregon Coast Highway in Curry County. This payment in the amount of $8,173.48 will be released to the contractor on or after January 7, 1955. The retained percentage is $5,668.44.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
JF

RECEIVED
FOR FILING

[illegible]
[illegible]

August 18, 1954

Peter Kiewit Sons' Co.
Eighth & Douglas Streets
Longview, Washington

Gentlemen:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for any extension of time from May 31 to August 31, 1954 within which to complete your contract No. 3970, for constructing [illegible]inehart Creek Bridge on the Oregon Coast Highway in Curry County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible]

Secretary

gl

cc: Tom Edwards,
Division Engineer

Norman [illegible]. Krehbiel,
Resident Engineer

G. [illegible]. Paxson,
Assistant State Highway Engineer

RECEIVED
FOR FILING

[illegible]

[illegible]

July 20, 1954

Oregon State Highway Commission

Request for extension of time
No. 5
August 9 and 10 meeting.

Gentlemen:

Re: Rinehart Creek Bridge
Contrast 3970

Peter Kiewit Sons' Company, contractor for the construction of the Rinehart Creek Bridge on the Oregon Coast Highway in Curry County, has requested an extension of time from May 31, 1954 to August 31, 1954 in which to complete the contract.

During construction a number of slides involving a large amount of material occurred at the south approach to the bridge. All this material had to be removed before the south approach could be constructed. During the excavation for the north pier, a large rock monolith was uncovered which had to be removed before the pier could be constructed. The removal of this rock made it necessary to redesign the north approach, which called for additional material and work.

There has been no inconvenience to the public, nor additional engineering expense to the State. It is recommended that the extension be granted without penalty to the contractor. Attached is a copy of the concurrence of the Bureau of Public Roads in this extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS:gm
cc P. M. Stephenson

RECEIVED
AUG [illegible] 1953
FOR FILING

UF-124(4)

3970

August 5, 1953

Peter Kiewit Sons' Co.
8th and Douglas Streets
Longview, Wash.

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3970, for construction of the Rinehart Creek Bridge on the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Peter Kiewit Sons' Company
Box 491
Longview
Washington

Gentlemen:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3970 for the construction of the Wisehart Creek Bridge on the Oregon Coast Highway, south of Port Orford, Curry County. This award was based on your bid of $162,410.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: [illegible] Smith
S. H. Probert
W. E. Franzen, BIAC
G. S. Paxson

RECEIVED
X FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-124

3970

June 26, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 3970 for Oregon Project BF-124(4), Rinehart Creek Bridge, Brush Creek-Frankport Section of the Oregon Coast Highway, to Peter Kiewit Sons Co. of Longview, Washington low bidder in the amount of $162,410.00 at the June 26, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
STATE HIGHWAY COMMISSION

309-1702 Redmond (Evergreen Avenue) 1953
Grad. and Pav. Proj.

#3971

9

RECEIVED
APR 18 1955
FOR FILING

R. H. Baldock

NOTED
State Highway Engineer

April 11th, 1955

FINAL COST ANALYSIS

Evergreen Avenue
Contract #3971

Babler Bros. Inc., Contractor
H. S. Cox, Resident Engineer

Redmond City Street
Prefix 309-1702-201(41)

[illegible]-1702
3971

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
General Excav., Unclass.	1,369.9	Cu. Yd.	$ 1.50	$ 0.861	$ 1,206.63	$ 2,054.85
Cinders in Base	1,440	" "	1.50	0.724	1,043.86	2,160.00
Sprinkling	22.2	M/Gal.	5.00	4.27	94.95	111.00
3/4"-0" Material in Binder Course	24	Cu. Yd.	5.00	4.83	116.10	120.00
Asphaltic Concrete Mixture	379.525	Ton	9.00	6.54	2,481.98	3,417.53
86-100 Asphalt in Mixture	54.92	"	40.00	30.50	1,675.06	2,196.80
PA #1, Furnish and Place 200-300 Asphalt in Binder Course	5	"	80.00	66.81	334.06	400.00
PA #2, Haul and Place ¼"-#10 Aggregate	24	Cu. Yd.	3.00	2.22	53.15	72.00
PA #2, Furnish and Place 200-300 Asphalt in Seal	2.5	Ton	80.00	60.85	152.14	200.00
					$ 7,157.93	$10,730.38

Gross Revenue	$10,730.38
Total Cost	7,157.93
Net Profit	$ 3,572.45

Net Profit Equals 33.2% of Gross Revenue

Detail of Cost

Labor:

Labor & Supervision	$1,359.90	
Labor Insurance	76.15	
		$1,436.05

Materials:

200-300 Asphalt	7.5 Ton at $22.50	$ 168.75	
Freight on 200-300	7.5 " " 6.20	46.50	
86-100 Asphalt	54.92 " " 22.66	1,244.48	
Freight on 86-100	54.92 " " 6.76	371.26	
Asphaltic Concrete Mixture Cost at Plant (Note at North Unit, Bend-Lapine) at $3.898 per Ton		1,479.38	
			3,310.37

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$ 929.35	
Hired Equipment (Trucks)	575.75	
Gas, Oil & Grease	308.60	
P.L. & P.D. Insurance	11.58	
Bond	64.38	
Cost of Aggregate	16.75	
Freight & Cartage	187.50	
Small Tools & Misc.	58.45	
Home Office & General Overhead	259.15	
		2,411.51

Total Cost $7,157.93

Remarks:

This was a "City Project" calling for the construction of 0.11 mile of street roadbed, construction of 0.11 mile of base and construction of 340 tons of asphaltic concrete pavement. The contract was bid June 26th, 1953, and the project was completed October 16th, 1953.

Material for the base was obtained from a cinder pit located 0.4 mile westerly from the Redmond-Bend Secondary Highway at M.P. 2.3. Material was loaded with skip loader and hauled to the project in company-owned trucks. The material was handled on the street with blade and roller.

Asphaltic concrete mix was produced from the contractor's plant while set up on the North Unit, Bend-Lapine Project.

Having good equipment with high bid prices, the contractor realized a large profit from this contract.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 23, 1953

301-17

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3971	3-final	BABLER BROS. INC.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22575	B-80754	[redacted] 500.00	11/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: Oct. 14, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-24-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
aaw

11-24-53

[illegible]EIVED
NOV 12 1953
FOR FILING

November 12, 1953

General Casualty Company of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3971 for work performed on the Redmond (Evergreen Ave.) City Street Section in Deschutes County was completed by the contfactor, Babler Bros.,Inc., on October 14 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of $500.00 will be released to the contractor on or after November 23, 1953. The total contract amount is $10,730.38 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

11-12-53 gl

RECEIVED
FOR FILING
[illegible]
3971

November 2, 1953

General Casualty Company of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc. on contract No. 3971, for grading and paving on the Redmond (Evergreen Ave.) City Street Section in Deschutes County.

This payment, in the amount of $5,869.12, will be released to the contractor on or after November 12, 1953. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD
11-2-53 gl

Form E-1—10M—11-51

309-1702

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 17, 1953, 19

Section Redmond (Evergreen St.)

Kind of work Grading and Paving

Highway City Street

Section prefix 309-1702

Contractor Babler Bros., Inc.

Contract number 3471

Date of contract 6-26-53, 19

Date of completion Oct. 31, 1953, 19

Date work started 9-17-53, 19

Estimated date of completion Oct. 14, 1953, 19

Amount of contract $10,491.80

Per cent of time elapsed 89 %

Estimated cost of completed project, exclusive of engineering $ 10,800.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 500, 62 %

Date project was completed Oct. 14, 1953, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this contract was completed Oct. 13th. Cleanup and removal of equipment was completed Oct 14th.

Oct 15 th received word to seal this project. Sealing of same was completed Oct 16th. All price agreements covering this project have been submitted and semi-final will be submitted as soon as P.A. are approved.

NOTED
FORREST COOPER

Signed R P Cox

Address 1290 Wall St. Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.11	0.11			0.11
Miles partially completed					
Miles completed	0.11	0.11			0.11
Total estimated quantities					
Estimated quantities moved or placed to date	1569.9 cy	1440 cy			379.525 Ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair all week.		
Thursday			
Friday			
Saturday			

RECEIVED
JUL [illegible] 1953
FOR FILING

[illegible]

[illegible]

July 24, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith fully executed copies of three contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3971, for grading and paving on the Redmond (Evergreen Avenue) Section in Deschutes County, awarded June 26, 1953.

Contract No. 3981, for three structures on the Brush Creek-Frankport Unit on the Oregon Coast Highway in Curry County, awarded June 29, 1953.

Contract No. 3994, for surfacing on the Forest Boundary-Lapine Junction Section of the Burgess County Road in Deschutes County, awarded July 6,1953.

An executed copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 7 1953
FOR FILING

[illegible]

3971

July 6, 1953

Evaline Riebhoff, City Recorder
City Hall
Redmond, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Redmond covering the improvement of Evergreen Avenue from 6th Street to 8th Street, a distance of approximately 0.106 mile, in connection with the $250,000 City Allotment Fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

July 2, 1953

Mr. John W. Berning
City Superintendent
Redmond, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

On June 26, 1953, the State Highway Commission awarded Contract #3971 to Babler Bros. Inc. for grading and paving on Evergreen Avenue. The estimated cost of the project based on this bid is as follows:

Contract Items	$10,040.00
12-1/2% Engineering and Contingencies	1,255.00
Survey	450.00
Total -----	$11,745.00

Enclosed for your information is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

RECEIVED
JUN 30 1953
FOR FILING

[illegible]

3971

June 29, 1953

Babler Brothers
4617 SE Milwaukie Avenue
Portland
Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3971 for the Redmond (Evergreen Avenue) Grading and Paving Project in Redmond, Deschutes County. This award was based on your bid of $10,040.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: W. C. Smith
W. E. Probert
W. [illegible] [illegible], [illegible]

NOTED
J. W. CATTRALL

CITY OF REDMOND
DESCHUTES COUNTY, OREGON

REDMOND, OREGON

April 2, 1953

Mr. John W. Cattrall
City & County Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

We are enclosing a copy of our 1953 Bancroft procedure calendar for your information.

This will give you the prospective dates for the work we expect to accomplish this summer.

Very truly yours,

John Berning

John Berning
City Superintendent

JB/b

NOTED
J. F. HAGEMANN

1953 BANCROFT PROCEDURE

(1) Resolution to Improve #1 to 7, inclusive, January 27, 1953

(2) Council o.k.'s plans & specifications, March 24, 1953.

(3) Resolution to Improve Districts #45 to #51, inclusive, March 24, 1953.

(4) Notice of Resolution published & posted, April 2, 1953.

(5) Remonstrance, April 28, 1953.

(6) Property owners to have work completed by May 23, 1953, on signed agreements.

(7) Advertise bids, May 28, 1953.

(8) Open bids, June 9, 1953.

(9) Engineer apportions cost, files with Recorder, Recorder publishes notice. Written objections within 10 days.

(10) If no objection, council directs entry on lien docket.

(11) Pay or bond 20 days after entry on lien docket.

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

REDMOND, OREGON

January 30, 1953

Mr. John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Department
P. O. Box 30
Salem, Oregon

Dear Sir:

At the time Mr. Ayers, of your department, made the survey of the E Street project he was very much interested as to what the city's progress would be on the construction of the curbs; I will try to keep you informed. Enclosed you will find a copy of a resolution passed on January 27th, 1953. As this progresses I will let you know.

Can you give me any information as to the status of this project? Has the commission passed it?

Also have you heard anything on the minor betterment proposal for the North Sixth Street widening program?

Very truly yours,

John Berning
John Berning
City Superintendent

JB/b

Enc. 2

March 27, 1952

RECEIVED
[illegible] 9 1953
ENGINEER
[illegible]

After discussion of the matter of the improvement of certain streets in the City of Redmond by the construction of sidewalks, curbs and gutters, the following resolution was offered by Councilman Lantz who moved its adoption. Motion was seconded by Councilman Parkinson and on roll call vote was unanimously adopted.

RESOLUTION

WHEREAS it is expedient and necessary that:

RESOLUTION #1.

West Evergreen Avenue be improved by the construction of curbs and gutters in the following manner by the construction of six inch integral curbs and gutters on both sides of West Evergreen Avenue from the west line of South Sixth Street to the East line of South Eighth Street.

RESOLUTION #2.

West Deschutes Avenue be improved by the construction of curbs and gutters in the following manner, by the construction of six inch integral curbs and gutters on the North side of West Deschutes Avenue from the West line of South Fourth Street to the East line of South Fifth Street.

RESOLUTION #3.

North Ninth Street be improved by the construction of curbs ahd gutters in the following manner. by the Six inch integral curbs and gutters on the East side of North Ninth Street from the North line of West Greenwood Avenue to the North line of Lot 15 Block 2 Roberts Addition to the City of Redmond and from the South line of Lot 18 Block 2, Roberts Addition to the South line of West Hemlock Avenue and on the East side of North Ninth Street from the North line of West Greenwood to the North line of Lot 4 Block 3 Roberts Addition and from the South line of Lot 1 Block 3 Roberts Addition to the South line of West Hemlock Avenue.

West Hemlock Avenue be improved by the construction of adopted.

RESOLUTION

WHEREAS it is expedient and necessary that:

RESOLUTION #1.

West Evergreen Avenue be improved by the construction of curbs and gutters in the following manner by the construction of six inch integral curbs and gutters on both sides of West Evergreen Avenue from the west line of South Sixth Street to the East line of South Eighth Street.

RESOLUTION #2.

West Deschutes Avenue be improved by the construction of curbs and gutters in the following manner, by the construction of six inch integral curbs and gutters on the North side of West Deschutes Avenue from the West line of South Fourth Street to the East line of South Fifth Street.

RESOLUTION #3.

North Ninth Street be improved by the construction of curbs abd gutters in the following manner. by the Six inch integral curbs and gutters on the East side of North Ninth Street from the North line of West Greenwood Avenue to the North line of Lot 15 Block 2 Roberts Addition to the City of Redmond and from the South line of Lot 18 Block 2, Roberts Addition to the South line of West Hemlock Avenue and on the East side of North Ninth Street from the North line of West Greenwood to the North line of Lot 4 Block 3 Roberts Addition and from the South line of Lot 1 Block 3 Roberts Addition to the South line of West Hemlock Avenue.

West Hemlock Avenue be improved by the construction of curbs and gutters in the following manner:

Six inch integral curbs and gutters on the South side of West Hemlock Avenue from the West line of North Ninth Street to the East line of North Canyon Drive.

Six inch

RESOLUTION #4.

North Canyon Drive be improved by the construction of curbs and gutters in the following manner:

Six inch integral curbs and gutters on the East side of North Canyon Drive from the North line of West Birch Avenue to the North line of Lot 7, Block 1, Cascade View Addition to the City of Redmond.

RESOLUTION #5.

North Canyon Drive be improved by the construction of curbs and gutters in the following manner:

Six inch integral curbs and gutters on the East side of North Canyon Drive from the North line of West Cedar Avenue to the South line of West Dogwood Avenue.

West Cedar Avenue be improved by the construction of curbs and gutters in the following manner:

Six inch integral curbs and gutters on the North side of West Cedar Avenue from the West line of North Twelfth Street to the East line of North Canyon Drive.

RESOLUTION #6

North Twelfth Street be improved by the construction of sidewalk in the following manner:

Four inch thick, four foot wide sidewalk on the West side of North Twelfth Street from the South line of Lot 3, Block 1 Cascade View Addition to the City of Redmond to a point 42 feet North of the South line of Lot 2 of said Block 1.

RESOLUTION #7.

South Eleventh Street be improved by the construction of curbs and gutters in the following manner:

Six inch integral curbs and gutters on both sides of South and gutters in the follo

Six inch integral curbs and gutters on the East side of North Canyon Drive from the North line of West Birch Avenue to the North line of Lot 7, Block 1, Cascade View Addition to the City of Redmond.

RESOLUTION #5.

North Canyon Drive be improved by the construction of curbs and gutters in the following manner:

Six inch integral curbs and gutters on the East side of North Canyon Drive from the North line of West Cedar Avenue to the South line of West Dogwood Avenue.

West Cedar Avenue be improved by the construction of curbs and gutters in the following manner:

Six inch integral curbs and gutters on the North side of West Cedar Avenue from the West line of North Twelfth Street to the East line of North Canyon Drive.

RESOLUTION #6

North Twelfth Street be improved by the construction of sidewalk in the following manner:

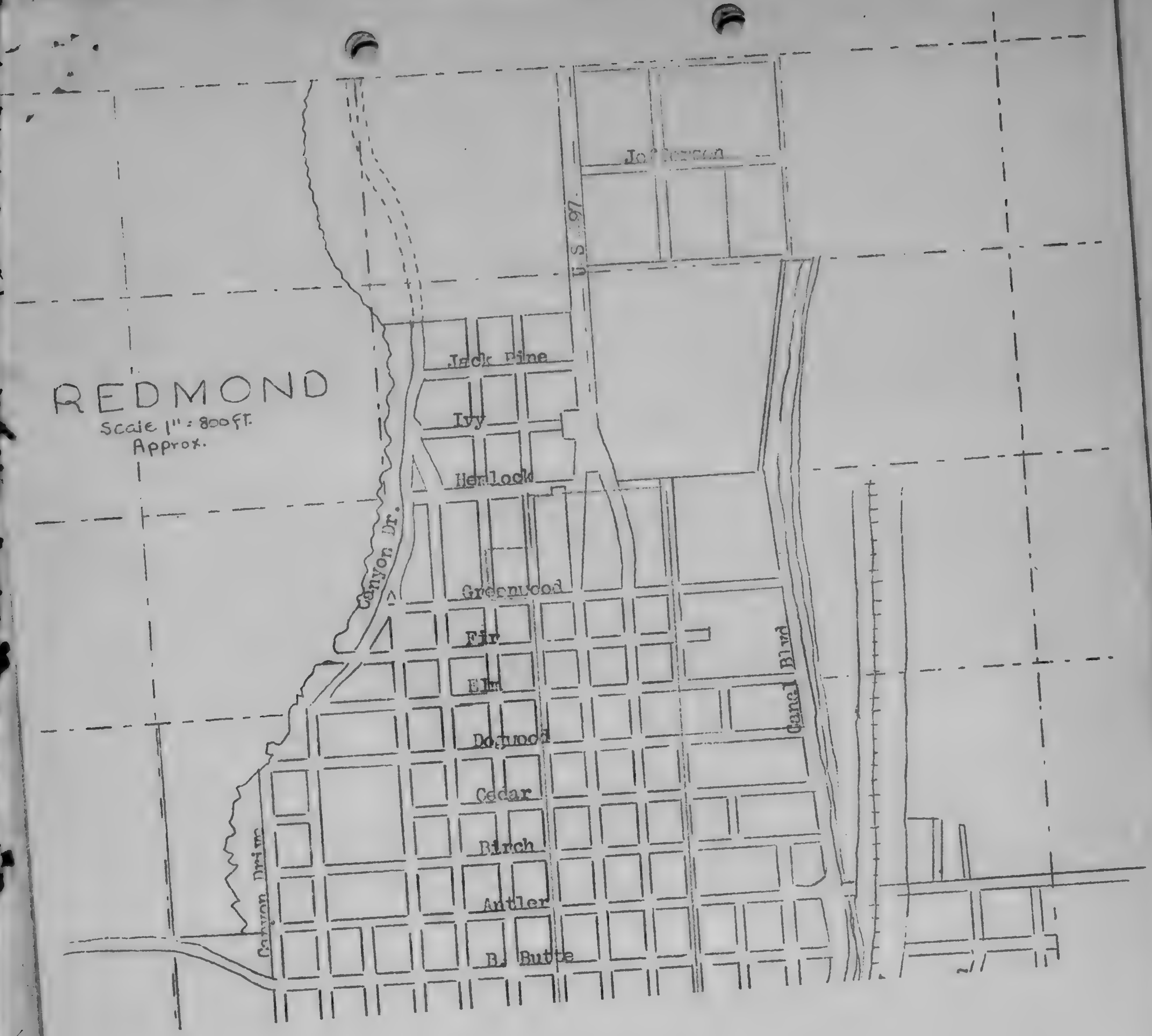
Four inch thick, four foot wide sidewalk on the West side of North Twelfth Street from the South line of Lot 3, Block 1 Cascade View Addition to the City of Redmond to a point 42 feet North of the South line of Lot 2 of said Block 1.

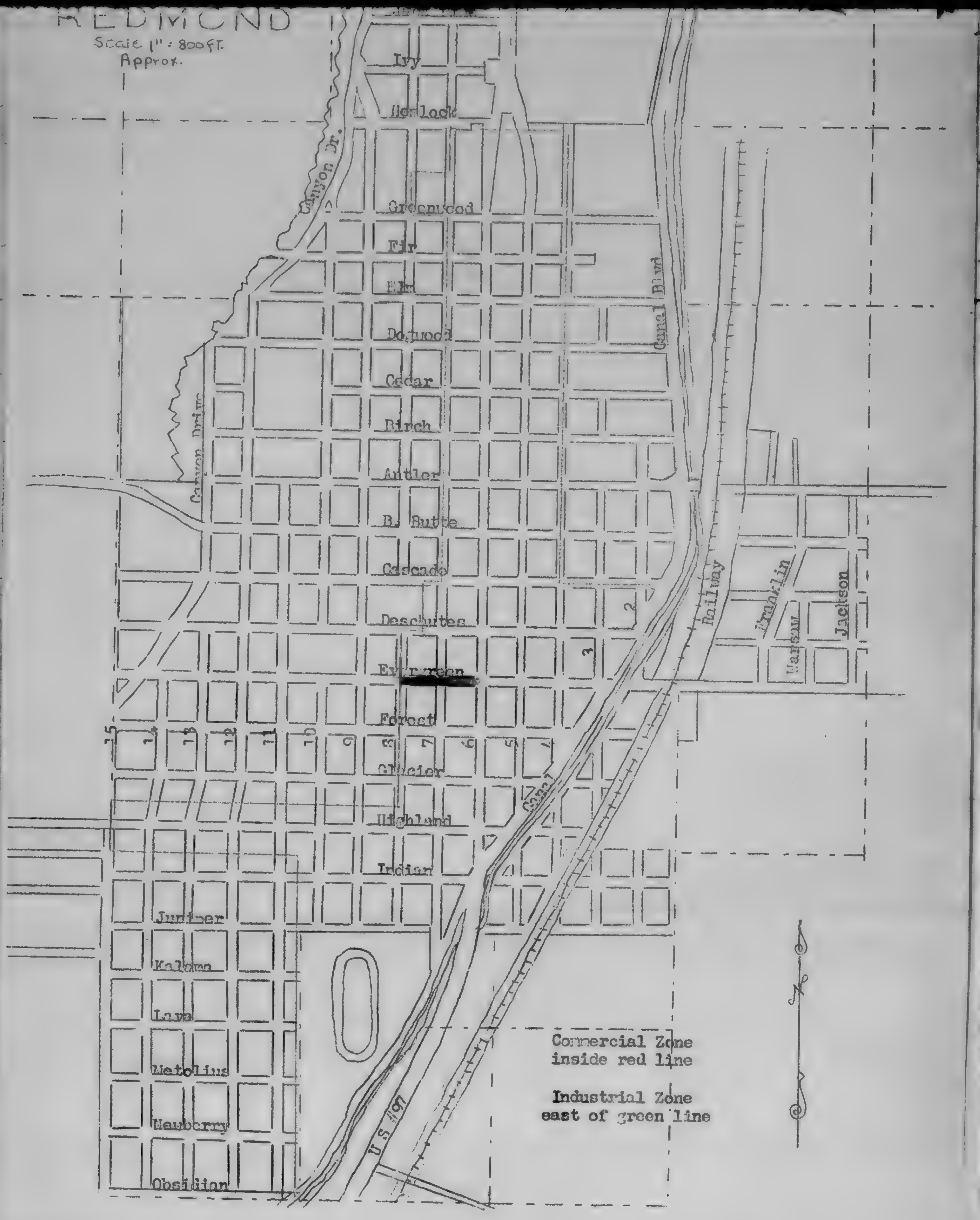
RESOLUTION #7.

South Eleventh Street be improved by the construction of curbs and gutters in the following manner:

Six inch integral curbs and gutters on both sides of South Eleventh Street from the North line of West Obsidian Avenue to the South line of West Newberry Avenue.

Now Therefore be it resolved that the City Engineer prepare plans and specifications for such improvements with the estimates of the work to be done and the probable cost thereof and file the same in the office of the recorder of said city.


REDMOND
Scale 1" = 800 ft.
Approx.
Jefferson
U.S. 97
Jack Pine
Ivy
Hemlock
Canyon Dr.
Greenwood
Fir
Elm
Dogwood
Cedar
Birch
Antler
B. Butte
Canal Blvd
Canyon Drive


REDMOND
Scale 1" = 800 FT.
Approx.

Ivy
Hemlock
Canyon Dr.
Greenwood
Fir
Elm
Dogwood
Cedar
Birch
Antler
B. Butte
Cascade
Deschutes
Evergreen
Forest
Glacier
Highland
Indian
Juniper
Kalama
Lava
Metolius
Newberry
Obsidian
Canyon Drive
Canal Blvd
Railway
Franklin
Warsaw
Jackson
Canal
U.S. #97
15
14
13
12
11
10
9
8
7
6
5
4
3
2

Commercial Zone inside red line

Industrial Zone east of green line

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

December 1, 1952

Mr. John Berning
City Superintendent
Redmond, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Berning:

This is to advise you that your correspondence regarding the City's ability and willingness to pay all costs over and above $15,000 for the repair of "E" Street was received in this office on September 26, 1952.

The proposed project in Redmond, along with others, will be submitted to the State Highway Commission early in 1953 for their consideration.

As soon as the Commission reaches a decision you will be notified of their action.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM

CITY OF REDMOND
DESCHUTES COUNTY, OREGON

REDMOND, OREGON

November 25, 1952

NOTED
Harold C. Ayers

Mr. John W. Cattrall, Engineer
County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

On or about June 11th, 1952, I wrote you with reference to the preliminary estimate left here by your Mr. Ayers for the proposed paving of E Street from 6th Street to 8th Street in the City of Redmond.

In this letter I stated that the City Council had accepted the estimate as submitted and had agreed to pay the costs over and above $15,000.00. You were authorized to submit it for bids with the stipulation that the City of Redmond had the right to reject any and all bids.

Since we have never received a reply to this letter I am wondering if by some mischance it never reached you. Would you please let me know whether the letter reached you and whether you now have all the information necessary for consideration of this project.

Yours truly,

John Berning
John Berning
City Superintendent

JB/b

RECEIVED
NOV 26 1952
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

REDMOND, OREGON

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

September 25, 1952

Mr. Harold C. Ayers, Field Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Ayers:

This is to inform you that the City of Redmond agrees to pay for any additional cost over and above the $15,000.00 maximum set by the Highway Commission on the street improvement on E Street between the West line of Sixth Street and the West line of Eighth Street provided that they have the power to reject any bids that are over the $15,000.00 limitation.

Authority by motion passed at the regular meeting of the Common Council, September 23, 1952.

Yours truly,

John Berning
City Superintendent

JB/b

RECEIVED
SEP 26 1952
[illegible]

REDMOND

June 10, 1952

Preliminary Estimate

E Street from 6th Street to 8th Street
a distance of approximately 0.11 mile

Grade. Place 12" cinder base course and 3" asphaltic concrete pavement 46' in width.

Excavation	1800 cu. yds.	$ 1.75	$ 3150.00
Cinders in base	1400 cu. yds.	1.25	1750.00
Sprinkling	40 m. gal.	3.00	120.00
3/4"-0 in binder	30 cu. yds.	5.00	150.00
Adjust valve boxes	4 each	40.00	160.00
Adjust catch basins	4 each	70.00	280.00
R. C. 2 in binder	5 tons	65.00	325.00
Class B Asphaltic Concrete	600 tons	12.00	7200.00
RS 1 in seal coat	3 tons	70.00	210.00
Aggregate in seal	15 cu. yds.	7.00	105.00
			$ 13450.00
			1681.25
			450.00
			$ 15581.25

HCA

COPY

Form cc-50
Special City Allotment

2-26-52

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Redmond is an incorporated city of the State of Oregon, and has a population of 3124, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

E Street between the West line of Sixth Street and the West line of Eighth Street.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

E Street between the West line of Sixth Street and the West line of Eighth Street.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Redmond does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate City Supt. John Berning as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 26th day of February, 1952.

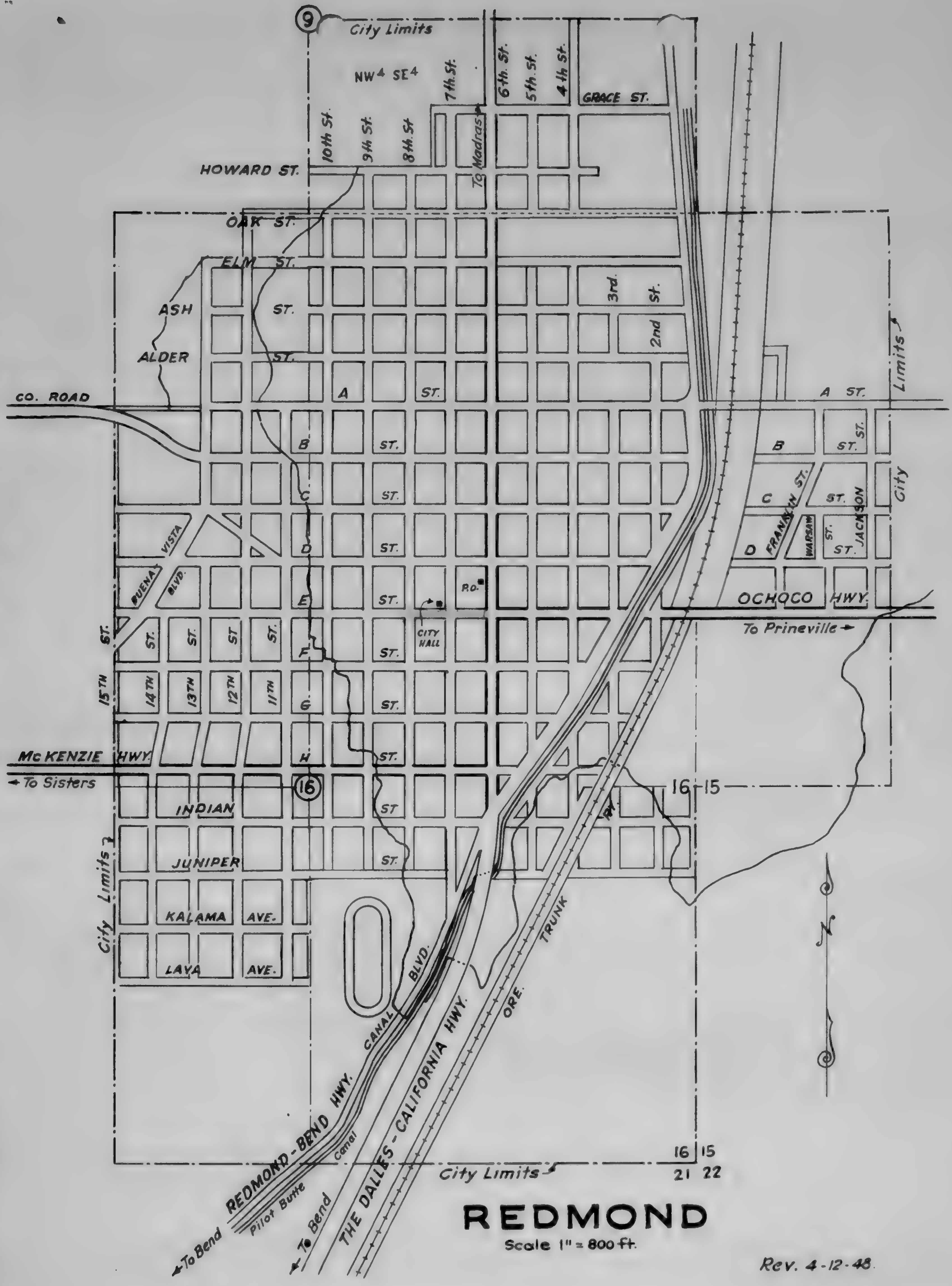
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Redmond at a regular or ~~special~~ meeting of said council, held on the 26th day of February, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 28th day of February, 1952.

Evaline Kiekhoff
City Recorder


9
City Limits
NW4 SE4
10th St.
9th St.
8th St.
7th St.
To Madras
6th St.
5th St.
4th St.
GRACE ST.
HOWARD ST.
OAK ST.
ELM ST.
ASH ST.
ALDER ST.
3rd.
2nd St.
CO. ROAD
A ST.
A ST.
Limits
B ST.
B ST.
C ST.
C
FRANKLIN ST.
ST.
JACKSON
City
D ST.
D
WARSAW
ST.
ST.
BUENA VISTA BLVD.
E ST.
P.O.
CITY HALL
OCHOCO HWY.
To Prineville
15TH ST.
14TH ST.
13TH ST.
12TH ST.
11TH ST.
F ST.
G ST.
McKENZIE HWY.
To Sisters
H ST.
16
16 15
INDIAN ST
JUNIPER ST.
City Limits
KALAMA AVE.
LAVA AVE.
CANAL BLVD.
REDMOND-BEND HWY.
Pilot Butte
Canal
To Bend
To Bend
THE DALLES-CALIFORNIA HWY.
ORE. TRUNK
16 15
21 22
City Limits

REDMOND

Scale 1" = 800 ft.

Rev. 4-12-48

16-3304 Cove Palisades State Park 1953
Camp Facilities
#3972

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 17, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3972	4-final	ENOCH I. MAERZ	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24491	R-82662	$ 2,997.98	12/15/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: Oct. 31, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-18-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
by Floyd Query
Ass't Secty

NOTED ON CARD

Warrant Mailed: 1 8 1953

RECEIVED
DEC 4 - 1953
FOR FILING

11-4

December 3, 1953

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3972 covering Cove-Palisades Park Facilities in Jefferson County was completed by the contractor, Enoch I. Maers, on October 31, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,997.90 will be released to the contractor after acceptance by the Commission. The total contract amount is $17,154.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Potts Insurance Agency
229 N. Liberty St.
Salem, Oregon

RECEIVED
JUL 27 1953
FOR FILING

[illegible]

[illegible]

July 24, 1953

Mr. Enoch I. Maers, Contractor
537½ S. Lancaster Street
Salem
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3972, which was awarded to you on June 26, 1953 by the State Highway Commission, covering construction of a building at Cove-Palisades Park Facilities in Jefferson County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
JUN 30 1953
FOR FILING

16 - [illegible]

[illegible]

June 29, 1953

Mr. Enoch I. Meers
695 Court Street
Salem, Oregon

Dear Sir:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3972 for the Cove Palisades State Park Camp Facilities in Jefferson County. This award was based on your bid of $17,177.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: H. G. Smith
C. H. Probert
G. S. Paxson
E. H. Freeman, STAC

18-3672 Klamath Falls Maintenance 1953
Building.
#3973

18-3672

3923

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 9, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3973	5-final	R. H. Jones	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4050	R-88939	$4,744.25	3/8/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1953

Time Extensions: None

Completion Date: Dec. 15, 1953

Date Accepted: Jan. 21, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-9-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
3-9-54

Warrant Mailed: MAR 1 0 1954

Lewis

RECEIVED
FEB 17 1954
FOR FILING

18-3672

[illegible]

February 16, 1954

Continental Casualty Company
152 Denny Way
Seattle 9, Washington

Attention: Mr. Harold P. Schuler
Surety Claim Department

Gentlemen:

This is to acknowledge your letter of February 9 concerning the claim of W. D. Miller Construction Company in the amount of $478.63 against R. H. Jones on State Highway Contract No. 3973 for construction of a maintenance building at Klamath Falls.

We have received notice from the Miller Construction Company that their claim has been paid, and as there are no other claims filed against the contract, it appears that there is no further necessity of retaining final payment.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
2-17-54

ROY TUCHBREITER
PRESIDENT

JOHN A. RY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

February 9, 1954

Oregon State Highway
Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer
Secretary

3973

Gentlemen:

Bond 923707
R. H. Jones -to-
Oregon State Highway Comm.
(Klamath Falls Maintenance Bldg.)

Thank you for your notification dated February 1, 1954 to the effect that the above captioned contract has been formally accepted by the Highway Commission as of January 21 and that final payment of $4,744.25 would be released to the contractor on February 11.

As to the claim of W. D. Miller Construction Company which you mention in your letter in the amount of $478.63 representing material furnished on this job, it is our information that same has been paid by the contractor, however, you will no doubt confirm our information before payment to Jones as indicated in your second paragraph.

We have appreciated your cooperation in the premises.

Respectfully yours,

Harold P. Schuler

Harold P. Schuler
Surety Claim Department

HS:BC

RECEIVED
FEB 11 1954
OREGON
STATE HIGHWAY COMMISSION

Lewis

RECEIVED
FEB 11 1954
FOR FILING

18 [illegible]

3973

February 9, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: M. McVay

Dear Sir:

Thank you for your letter of February 8 to which was attached a copy of a letter from W. D. Miller Construction Company stating that their claim against R. H. Jones on State Highway Contract No. 3973 has been paid. This claim bears your file No. 3433.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
2-9-54 [illegible]

February 9, 1954

Continental Casualty Co.
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

A letter has been received from W. D. Miller Construction Company of Klamath Falls in which they write that they have received payment from R. H. Jones for concrete furnished in construction of the Klamath Falls Maintenance Building, State Highway Contract No. 3973. This claim was filed in our office on December 18 in the amount of $478.63 and your company notified.

We provide this information as the Continental Casualty Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Warner A. Bruce
152 Denny Way
Seattle 9, Washington

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

R & M Construction Co.
136 Main Street
Central Point, Oregon

NOTED ON CARD
2-7-54/g

February 9, 1954

W. D. Miller Construction Co.
P. O. Box 168
Klamath Falls, Oregon

Attention: J. C. Lemire, Office Manager

Gentlemen:

We acknowledge with thanks your letter of February 5 stating that you have received payment from R. H. Jones for concrete furnished on the Klamath Falls Maintenance Building, State Highway Contract No. 3973.

We will advise the contractor and the surety that your claim has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
2-9-54

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

February 8, 1954

Mr. W. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We received notice of payment of claim by R. H. Jones to W. D. Miller Construction Co., as of February 5, 1954, State Highway Contract No. 3937, our file No. No. 3433.

We are enclosing a copy for your information and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State
M. McVay
By Clerk
Records Division

NF:W
Enc.

REFERRED TO
SECRETARY

RECEIVED
FEB 9 1954
OREGON
STATE HIGHWAY COMMISSION

FILED ON CARD
2-8-54

P. O. BOX 168
TRUCKS FOR HAULING
PHONE 4661

W. D. MILLER CONSTRUCTION CO.
GENERAL CONTRACTORS
DEALERS IN
CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE
BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES
KLAMATH FALLS, OREGON

February 3, 1954

Oregon State Highway Dept.
Salem, Oregon

Re: Kl. Falls Maintenance Bldg.
Contract #3973 - R. H. Jones

Gentlemen:

Please be advised that we have received payment from R. H. Jones for concrete furnished the Klamath Falls Maintenance Building, State Highway Contract No. 3973, said R. H. Jones being a subcontractor on above job under C. A. Tomassene and Sons, and for which Continental Casualty Company acted as surety.

Sufficient time has elapsed since depositing the check from Mr. Jones to assure payment of same.

Thank you for your assistance in this matter.

Very truly yours,

W. D. MILLER CONSTRUCTION CO.

Office Manager

JCL:cmd

RECEIVED
FEB 5 1954
OREGON
STATE HIGHWAY COMMISSION

2-3-54

COPY

Trucks for [illegible]

P. O. Box [illegible] Phone [illegible]

W. D. Miller Construction Co.
General Contractors
Dealers in
Crushed Rock, Sand, Cement, Reinforcing Steel, Concrete
Blocks, Lime, Plaster, Metal Lath and Explosives

Klamath Falls, Oregon
[illegible] , [illegible]

Earl T. Newbry, Sec. of State
Salem, Oregon

Re: Kl. Falls Maintenance Bldg.
Contract [illegible] - W. H. Jones

Dear Sir:

Please be advised that we have received payment from W. H. Jones for concrete furnished the Klamath Falls Maintenance Building, State Highway contract No. [illegible], said W. H. Jones being a sub-contractor on above job under [illegible] and Sons, and for which Continental Casualty Company acted as surety.

Sufficient time has elapsed since depositing the check from Mr. Jones to assure payment of same.

Thank you for your assistance in this matter.

Very truly yours,

W. D. Miller Construction Co.

J. C. [illegible]
Office Manager

[illegible]:cmd

RECEIVED
FEB 2 - 1954
FOR FILING

18-3672

[illegible]

February 1, 1954

Continental Casualty Co.
310 South Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3973 for construction of the Klamath Falls Maintenance Building in Klamath County was completed by the contractor, E. H. Jones, on December 15, 1953 and was formally accepted by the Highway Commission on January 21, 1954.

Final payment in the amount of $4,744.25 will be released to the contractor on or after February 11, 1954, providing outstanding claim has been satisfied and this office advised. The total contract amount is $21,359.20 and no force account work was performed on the project.

There is a claim filed against this contract by the W. D. Miller Construction Co. for concrete furnished in the amount of $478.63, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.,
Portland, Oregon

NOTED ON CARD
2-[illegible]

RECEIVED
C . 8 1953
FOR FILING

18 - 3672
3973

Lewis 3

December 21, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by W. D. Miller Construction Company against R. H. Jones. The claim is for $478.63 for materials furnished to Mr. Jones on State Highway Contract No. 3973 for construction of a maintenance building at Klamath Falls.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassene & Sons
1002 Cascade Building
Portland, Oregon

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

NOTED ON CARD
12-21-53

COPY

P. O. BOX 168 TRUCKS FOR HAULING PHONE 4661

W. D. MILLER CONSTRUCTION CO.
GENERAL CONTRACTORS
Dealers in
Crushed Rock, Sand, Cement, Reinforcing Steel, Concrete
Blocks, Lime, Plaster, Metal Lath and Explosives

KLAMATH FALLS, OREGON

December 16, 1953

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned W. D. Miller Construction Company has a claim for concrete furnished in the sum of four hundred seventy-eight dollars sixty-three cents, ($478.63), against the bond taken from Continental Casualty Company for the work of R. H. Jones, subcontractor for C. A. Tomassene and Sons, on State Highway Maintenance Building job, State Highway Contract No. 3973, in Klamath Falls, Oregon.

Yours truly,

W. D. MILLER CONSTRUCTION CO.

By J. C. LEMIRE
J. C. Lemire
Office Manager

cmd

Lewis

15-3692

3973

RECEIVED
DEC 22 1953
FOR FILING

December 21, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge receipt of three copies of a claim filed with your office by W. D. Miller Construction Company against R. H. Jones on State Highway Contract No. 3973. The claim is for $478.63 and bears your file No. 3433.

Very truly yours

Secretary
OREGGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
12-21-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Dec. 18, 1953

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by W. D. Miller Construction Co. for concrete furnished in the sum of $478.63, against the bond taken from C. A. Tomassene and Sons, Principal, and Continental Casualty Company, Surety, and R. H. Jones, subcontractor, on State Highway Maintenance Building job, State Highway Contract No. 3973, in Klamath Falls, Oregon, our file No. 3433.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk
Records Division

NF:M
Enc.

RECEIVED
DEC 21 1953
OREGON
STATE HIGHWAY COMMISSION

12-18-53

RECEIVED
DEC 15 1953
FOR FILING

Lewis

[illegible]

[illegible]

December 9, 1953

W. D. Miller Construction Co.
P. O. Box 168
Klamath Falls, Oregon

Attention: Mr. J. C. Lemire

Gentlemen:

This is to acknowledge your letter of December 4th stating that you have a claim against R. H. Jones on State Highway Contract No. 3973 for construction of a maintenance building at Klamath Falls. This job is scheduled for completion on December 31, 1953. As requested, we will advise the surety, the Continental Casualty Company, through C. A. Tomassene and Sons, 1001 Cascade Building, Portland, that your claim has been received. We also will notify the contractor.

If you feel that you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it might be well to file your claim with the Secretary of State. For your convenience in preparing this filing we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD
12-9-53

P. O. BOX 168 TRUCKS FOR HAULING PHONE 4661

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS

DEALERS IN

CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE
BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES

KLAMATH FALLS, OREGON

December 4, 1953

Oregon State Highway Commission
Salem, Oregon

Re: Klamath Falls Maintenance Bldg.
Contract #3973--R. H. Jones

Gentlemen:

We are writing to advise you that R. H. Jones, contractor on above captioned job, has a balance owing to our firm of $814.39, the greater part of which is long past due. We have made several attempts to collect but have had no response whatsoever. Several telephone calls have been made to Mr. Jones without reaching him and, though calls were left for him, he did not show us the courtesy of replying.

Please advise the surety carrying bond for R. H. Jones as we are certain that they would appreciate being advised of his defalcation.

Yours truly,

W. D. MILLER CONSTRUCTION CO.

Office Manager

JCL:cmd
cc: R. H. Jones

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
DEC 7 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible] ON CARD
12-4-53

RECEIVED
DEC 10 1953
FOR FILING

18-3672

973

December 9, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from W. D. Miller Construction Company, Klamath Falls, in which they state they have a claim against R. H. Jones on Contract No. 3973 in the sum of $814.39, which, they state, is long past due.

This contract is for construction of a maintenance building at Klamath Falls, awarded to Mr. R. H. Jones on January 26, 1953.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassene & Sons
1002 Cascade Building
Portland, Oregon

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

RECEIVED
JUL 27 1953
FOR FILING

[illegible]

[illegible]

July 24, 1953

Mr. R. H. Jones, Contractor
Route 1, Box 258
Hillsboro
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3973, which was awarded to you on June 26, 1953 by the State Highway Commission, covering construction for a maintenance building at Klamath Falls in Klamath County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Mr. R. H. Jones
Route 1, Box 250
Hillsboro
Oregon

Dear Sir:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3973 for the construction of the Klamath Falls Maintenance Building, Klamath County. This award was based on your bid of $21,338.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: H. G. Smith
R. H. Probert
J. S. [illegible]
[illegible], SHC

RECEIVED
FOR FILING

FORM E-30 25M 9 51 52315

18-3627

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1953

SUBJECT: New Maintenance Building at Klamath Falls

To:

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

Herewith copy of my letter of March 19, 1953 relative to the need of additional office space at Klamath Falls. You will note the plan recommended calls for the construction of a new maintenance Building by contract and the remodeling of a portion of the present Maintenance space for office use.

The plan met the approval of Mr. Stiffler, Mr. Baldock and of the Commission at their April 8-9 meeting. We will call bids at May meeting if possible, for the new building and as soon as working details have been prepared the office revisions will be accomplished by State Forces. The Radio will probably be moved into a separate metal building to be located near the radio tower.

You will note the State Police will get the undivided use of the present radio room in addition to the room they now occupy. The District Maintenance Superintendent will be given a small private office South of his present office. The Weighmasters will be given a small office shown in brown and there will be two large size offices for two resident engineers.

The Section Crew space taken up for offices will be made up by equivalent space in the new Maintenance Building. The matter of additional heat is being studied and can be either a larger independent unit or an extension from the Shop Boiler room.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Encl.
cc- E. F. Halik - Encl.
S. P. Jones - Encl.
Ray Betzer - Encl.
W. W. Stiffler - Encl.
L. L. Spaulding - Encl.
R. B. Sipprell - Encl.
H. G. Smith - Encl.
J. G. Toole, Klamath Falls - Encl.

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 17, 1953

SUBJECT: Proposed new building at Klamath Falls

To:
Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

The Highway Commission April 8-9 approved the transfer of funds set up in the 1953 Maintenance Station Improvement budget from Lakeview to Klamath Falls, where it is proposed to construct a standard block masonry building with uplift doors and aluminum roof 32'x132', consisting of standard shop unit with 8 storage bays.

We attach a small sketch map showing the proposed location of the new building. We are sending a copy of this map and this letter to W. E. Chandler at Bend, to S. P. Jones at Klamath Falls with the request that Mr. Jones locate thereon the nearest water main, the nearest power source and a recommended location for a septic tank, and return to us by return mail. As soon as this information is received we will give it to you so this building can be included in the call for bids that goes out May 1 for the May 18 letting.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Enclosure
cc- W. V. Stiffler
W. E. Chandler - Encl.
S. P. Jones - Encl.
E. F. Halik
Ray Betzer
C. H. Maison

RECEIVED
FOR FILING

12-29-72
[illegible]

March 27, 1953

Oregon State Highway Commission

Gentlemen:

The equipment storage headquarters building at Klamath Falls is inadequate. It is desired that the funds ($19,000) shown on the budget for the construction of a standard masonry block building at Lakeview be utilized to construct the same type of building at Klamath Falls because the one at Klamath Falls is more necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler

WWS:er lg

FORM E-90 27,000 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1953

SUBJECT: Additional storage space at Klamath Falls Maintenance Station

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Recently S. P. Jones pointed out the need of additional space for equipment storage at Klamath Falls Maintenance Station. I looked over the Klamath Falls Shop storage space with Mr. [illegible]etzer and found his space so crowded that the removal of a large portion of the Klamath Falls Shop work to Bend would still leave all available space needed for Shop storage. The January 1953 Inventory of the Klamath Falls crews included: 1 Snogo, 15 Trucks, 9 of which carried snowplows, 5 sanders, 3 pickups, 2 loaders and 2 graders - all of which should be kept in readiness for immediate snow removal or sanding duty, and in addition numerous other items of miscellaneous equipment. 24—shelter

[illegible]

Numerous plans to provide the additional office space required at Klamath Falls were investigated and after taking all considerations into account, the plan shown on the attached print appears to be most economical and feasible. This plan is similar to that proposed in 1949 but which is not suitable now, due to changes that have been made since.

The proposed plan converts 1034 sq. ft. of storage space into two resident engineer offices, divides room 4 into offices for weighmasters and District Maintenance Superintendents, and provides a hall giving each office access front and back and to the toilets without going through the police office as is now required and satisfies all office space requirements including the resident engineer now located in rented quarters downtown.

The estimated cost of the proposed plan is $6,000 including engineering and this amount was included in our 1953 budget.

It is felt however, that the plan should not be undertaken unless a new maintenance building is provided at the same time. We recommend therefore, that in addition to the office revision, a standard masonry block maintenance building 32'x132' be constructed adjacent to the north line of the maintenance station yard facing south.

It is estimated that this building would cost $19,000 including engineering and would provide storage for a total of 12 snow plows and sanding trucks.

We believe the need for the Klamath Falls Maintenance Building is

WWS File

greater than for the one we had proposed for Lakeview. There is some question as to the proper location for the Lakeview building and if a new site is to be acquired, there is liable to be delay at Lakeview on this account.

We recommend therefore, that the Klamath Falls Building be given priority and the Lakeview Building be listed on the 1954 program. Mr. Chandler and Mr. Collier concur in this recommendation.

Very truly yours,

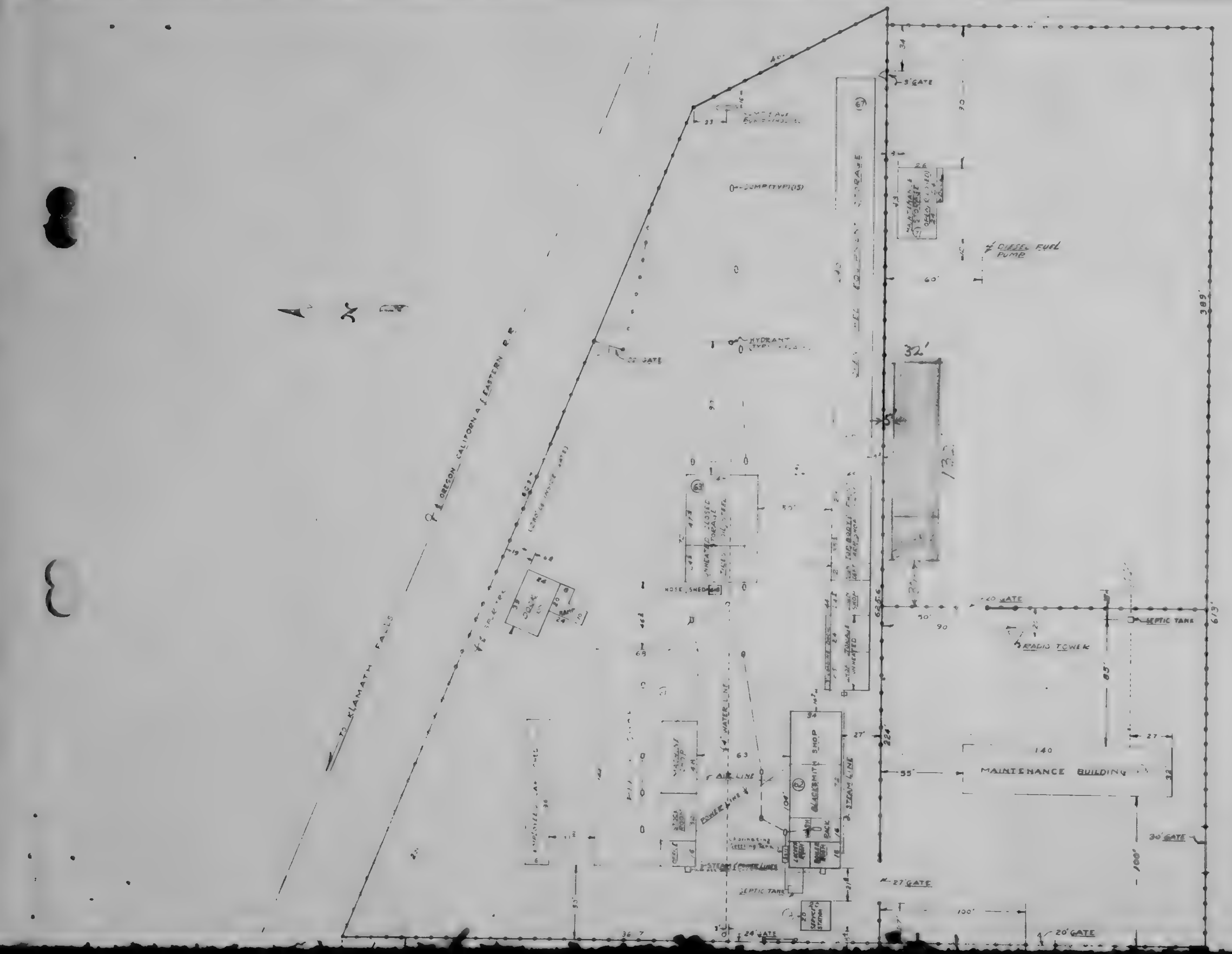
IADeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc-
Enclosure

Depreciation and Rental Schedule.

KLAMATH FALLS SHOPS


N
TO KLAMATH FALLS
℄ OREGON CALIFORNIA & EASTERN R.R.
DOCK
RAMP
HOSE SHED
UNHEATED CLOSED STORAGE
MACHINE SHOP
STOCK ROOM
OFFICE
4" WATER LINE
AIR LINE
POWER LINE
STEAM & POWER LINES
SEPTIC TANK
BLACKSMITH SHOP
WASH RACK
LOCKER ROOM
BOILER ROOM
STEAM LINE
SERVICE STATION
HYDRANT
EQUIPMENT STORAGE
TIRE BODY REP. SHOP
UNHEATED
DIESEL FUEL PUMP
RADIO TOWER
SEPTIC TANK
MAINTENANCE BUILDING
140
32
85'
100'
55'
27'
224'
625.6
613'
389'
32'
60'
90
50'
27' GATE
24' GATE
20' GATE
30' GATE
9' GATE
20' GATE

Bldg. No.	DESCRIPTION	SIZE Ft.	AREA Sq. Ft.
61	MAIN SHOP	68×144	9792
62	BLACKSMITH SHOP	34×104	3536
63	WAREHOUSE	48×72	3456
64	SERVICE STATION	20×20	400
65	EMPLOYEES CAR SHED	16×96	1536
66	LARGE STORAGE	26×144	3744
67	LONG STORAGE	26×240	6240
68	LOADING DOCK	24×39	936
69	MAINT. Bldg.	32×140	4480
* 70	RADIO REMOTE	12×16	192
71	MAINT. STORAGE	26×48	1248

* NOT SHOWN

SCALE 0 30 60 90

OREGON STATE HIGHWAY DEPARTMENT
EQUIPMENT DIVISION

STATE HIGHWAY SHOPS
PROPERTY PLAN
KLAMATH FALLS, OREGON

DWN LA
CHK VRC
APP
DATE 2-6-53
SCALE 1" = 30'
DWG. [illegible]

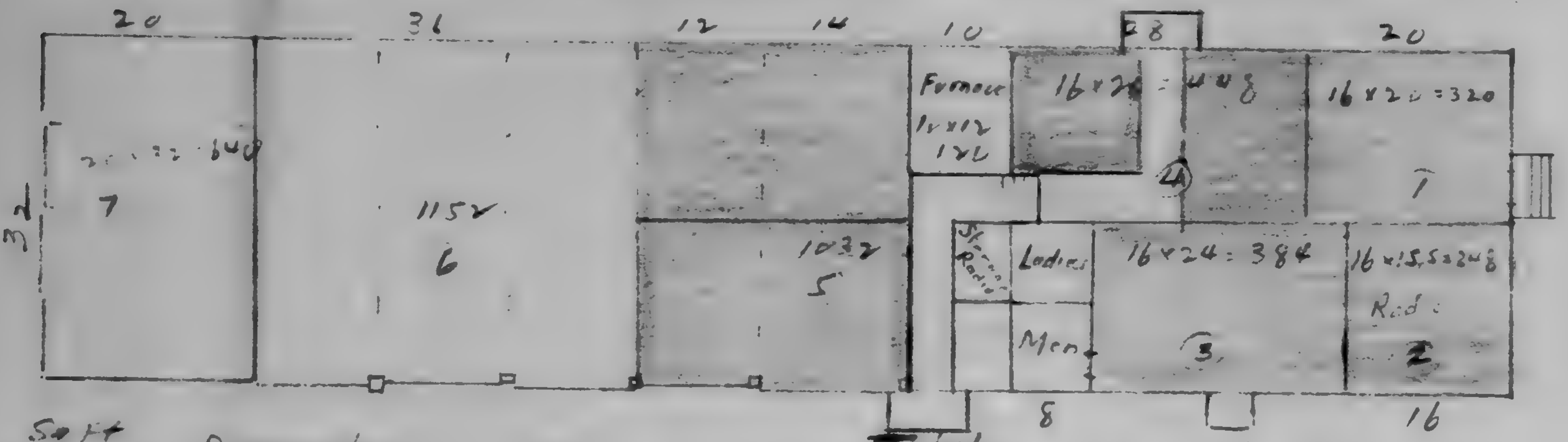
10

Depreciation and Rental Schedule.

KLAMATH FALLS SHOPS

Maintenance Building 7069

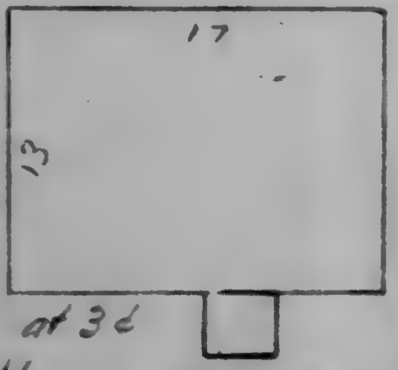
1" = 20'


20
31
12
14
10
8
20
32
20×32=640
7
1152
6
1032
5
Furnace
12×12
144
16×24
448
4A
16×20=320
1
Storage Radio
Ladies
Men
16×24=384
3
16×15.5=248
Radio
2
8
24
16

Room	Sq Ft Area	Depreciation		Rental		Total Monthly Rental	Assigned To
		Rate	Amount	Rate	Amount		
1	320	3¢	$10	8¢	$26	$36	Dist Maint Supt.
2 A	128	3	4	8	10	14	Dist Maint Supt.
2 B	128	3	4	10	12	16	State Police
3	384	3	12	10	38	50	State Police
4	448	-	13	8	36	49	Resident Eng
5	1032	2.7	28	4	41	69	Section Crew
6	1152	2.7	31	4	46	77	Section Crew
7 A	60	2.7	2	4	2	4	State Police
7 B	660	2.7	16	4	26	42	Resident Engineer.

10-22-52

REMOTE RADIO BUILDING. 7070



Depreciation 6^{00} per month

Rental 220 sq ft at 3¢ 6^{00} per month.

[illegible]

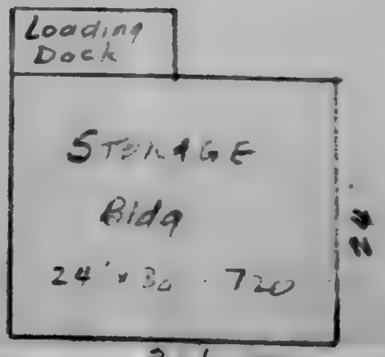
STORAGE Building. 7071

Depreciation 4^{00} per month.

Rental 720 sq ft at 4¢ 28^{00}

Total per month 32.00

100% Dist Maint Supt.


Loading Dock
STORAGE Bldg
24'×30 720
N

UI-306(12) Tillamook St.-Steel Br. 1953
Unit, Harbor Dr. Sec. of
#3274 Pacific Hwy. W.

UF [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 25, 1954

(CONTRACT NO.) 3974	(EST. NO.)	(CONTRACTOR)
3974	4-final	KNIGHT PEARCY NURSERY & PARKROSE NURSERY

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3125	R-87952	$ 2,078.99	2/19/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1953

Time Extensions: None

Completion Date: Dec. 22, 1953

Date Accepted: Jan. 21, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

2-26-54

RECEIVED
FEB 10 1954
FOR FILING

February 9, 1954

U. S. Fidelity & Guaranty Co.
. Talbot Sinclair, Manager
201 Portland Trust Bldg.
Portland, Oregon

Gentlemen:

State Highway Contract No. 3974 covering planting on the Tillamook St.-Steel Bridge Unit, Harbor Drive Section of the Pacific Highway West in Multnomah County was completed by the contractor, Knight Pearcy Nursery and Parkrose Nursery, on December 22, 1953 and was formally accepted by the Highway Commission on January 21, 1954.

Final payment in the amount of $2,078.99 will be released to the contractor on or after February 19, 1954. The total contract amount is $16,673.55 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-9-54

RECEIVED
DEC 31 1953
FOR FILING

December 28, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 22, 1953 on Contract No. 3974, Tillamook Street-Steel Bridge Unit, Harbor Drive Section in Multnomah County, in connection with Federal Aid Project No. UI-306 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. M. Stiffler
Assistant State Highway Engineer

MCW:tp

c.c.: John Cattrall

Form E-1—1024

U1-306(12)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 12/26/53, 19

Section Tillamook St.-Steel Br. (Harbor Drive Sec.

Kind of work Planting

Section prefix 26-1026

Highway Pacific West

Contract number 3974

Contractor Knight Pearcy-Parkrose Nursery

Date of completion 12/24/53, 19

Date of contract 6/26/53, 19

Estimated date of completion 12/24/53, 19

Date work started 9/8/53, 19

Per cent of time elapsed ~~12/31/53~~ 98 %

Amount of contract $ 25,440.00

Estimated cost of completed project, exclusive of engineering $ 25,440.00

Per cent of contract completed, based on total contract price 100 %

Date project was completed 12/24/53, 19

Engineering cost to date $ 217.40, 11.25 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed on this project this week.

Work will start on Semi-final estimate as soon as count of plants is received from Mr. Haskins of Landscape Dept.

NOTED
FORREST COOPER

RECEIVED
DEC 30 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed L P Shaw
D.J.Barbee, Res. Engr.
by Lloyd P. Shaw

Address P.O.Box 4699, Portland 8, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Overcast		
Tuesday	Clear		
Wednesday	Rain P.M. Clear A.M.		
Thursday	Overcast P.M. Foggy A.M.		
Friday	Partly Cloudy		
Saturday	Overcast		

State Printing

M.H.A.

RECEIVED
[illegible] 1953
FOR FILING

UI-[illegible] (12)

3774

30 October 1953

Mr. William A. Bowes
Commissioner of Public Works
Portland, Oregon

Dear Commissioner Bowes:

In our letter to you of 30 July 1953 re the sprinkler system for the Tillamook Street-Steel Bridge Unit of the Harbor Drive Section, Pacific Highway West, we promised to furnish you two copies of the corrected sprinkler system plan.

They are enclosed herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.

cc Mr. A. G. Skelton
Mr. M. H. Astrup

RECEIVED
FOR FILING

UI-306(12)

3974

September 14, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 8, 1953 on Contract No. 3974, Tillamook Street-Steel Bridge Unit, Harbor Drive Section in Multnomah County, in connection with Federal Aid Project No. UI-306 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DDP:tp

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER
L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

U I-204(1.)

5774

August 10, 1952

Copy made for Mark Antrup (both letters)

Oregon State Highway Department
Salem, Oregon

Attention: Mr. W.C. Williams
Assistant State
Highway Engineer

NOTED
W. C. WILLIAMS

Gentlemen:

Receipt is acknowledged of your letter of July 30, 1953, relative to the completion and acceptance of landscaping for the Tillamook Street-Steel Bridge Unit of the Harbor Drive Section of Pacific Highway West.

A copy of the report of the City Engineer on this matter is attached.

In view of the City Engineer's report, the City of Portland hereby accepts the maintenance of the sprinkling system and lawn.

Acceptance of the maintenance of the shrubbery will be deferred until it has been installed in a satisfactory manner.

Very truly yours,

Wm. A. Bowes
Commissioner of Public Works

B:L:mkr

CC: Bureau of Parks

RECEIVED
AUG 12 1953
OREGON
STATE HIGHWAY COMMISSION

August 5, 1953

Bureau of City Engineer

Public Works

Commissioner Wm. A. Bowes

Acceptance of Landscaping by the State Highway Commission

Dear Sir:

Returned herewith is a letter from the State Highway Engineer advising that the sprinkler system, lawn and shrubbery plantings on the Tillamook Street-Steel Bridge Univert of the Harbor Drive section of Pacific Highway West has been completed, and inviting the City to take over the maintenance of these improvements.

We have inspected these installations with the Park Maintenance Director, and are prepared to accept the sprinkling system and the lawn. At this time we are not in favor of accepting the shrubbery, since it has not been completed and we have no way of knowing whether or not it will be completed in a satisfactory manner with suitable plants.

NOTED
W. C. WILLIAMS

Very truly yours,

L. G. APPERSON

City Engineer

HBG:fjn
Encl.
cc: Mr. A. W. Nussbaumer, Park Bureau

R

RECEIVED
1953
FOR FILING

111-226(13)

3974

August 5, 1953

Knight Pearcy Nursery and
Parkrose Nursery
10815 N. E. Sandy Blvd.
Portland 20, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3974 awarded to you on June 26, 1953 by the State Highway Commission, for planting on the Tillamook St.-Steel Bridge Unit, Harbor Drive Section of the Pacific Highway West, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 3 1953
FOR FILING

30 July 1953

Mr. William A. Bowes
Commissioner of Public Works
Portland, Oregon

Dear Commissioner Bowes:

Please be advised that all work on the sprinkler system and lawn planting contract for the Tillamook Street - Steel Bridge Unit of the Harbor Drive Section, Pacific Highway West, will be completed and accepted by the State on Monday, August 3, 1953.

Accordingly, the contractor's responsibility for maintenance will be terminated and it is requested that the City take over the maintenance of the area in accordance with its agreement. Two copies of the corrected sprinkler system plan for the Section will be forwarded for your files as soon as they have been completed.

In addition, the State has completed a portion of the shrubbery planting in this Section. Although the contract for the remainder of the shrub planting will not be finished until late fall, we would greatly appreciate your assistance and respectfully request that you assume responsibility for the maintenance of the shrubbery in place simultaneously with taking over responsibility for the maintenance of the lawn areas in this Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: Mr. A. G. Skelton
Mr. M. H. Astrup

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Knight Pearcy Nursery & Parkrose Nursery
10815 NE Sandy Blvd.,
Portland 20, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3974 for landscaping the Tillamook Street-Steel Bridge Unit, Harbor Drive Section of the Pacific Highway West in Portland. This award was based on your bid of $17,109.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: R. O. Smith
F. H. Probert
W. W. Fransen, SIAC
W. H. Astrup

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

UI-[illegible])

June 26, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 3974 for UI-306(12), Tillamook Street-Steel Bridge Unit, of the Pacific Highway West in Portland, to Knight Pearcy Nursery and Parkrose Nursery, Portland, Oregon, low bidder in the amount of $17,169.50 at the June 26, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

UI-306(12)

[illegible]

June 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project UI-306(12), Tillamook Street-Steel Bridge Unit of the Pacific Highway West in Portland, have today been recommended for approval subject to such change as may be required by our Division Office.

This is to authorize your advertising for bids.

Very truly yours,

G Polk
C. G. Polk
District Engineer

Jon

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

27-1029 West approaches to Salem 1953
Bridges on the Salem-Dallas
#3975 Hwy.

27-1029 West approaches to Salem 1953
Bridges on the Salem-Dallas
#3975 Hwy.

RECEIVED
AUG 17 1955
FOR FILING

C
O
27-1029
[illegible]

FORM E-129 50M REVISED 2-0

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 16, 1955

Mr. Leonard I. Lindas
Chief, Trial Section
Office

Dear Mr. Lindas:

In connection with the complaint just served against the State Highway Commission on the part of E. L. Kennard, plaintiff, in the Circuit Court of the State of Oregon for Polk County, I hand you herewith certain files which you will wish to use in preparing an answer in said case.

Division Engineer's copy Contract No. 3756, E. L. Kennard, Contractor.

Division Engineer's correspondence file in connection with the above contract, and which they apparently file under No. 27-1025.

Division Engineer's copy Contract No. 3975, F. O. Laws, Contractor.

Division Engineer's correspondence file in connection with said Laws' contract, the same apparently being filed under No. 27-1029.

Mr. Glaisyer's correspondence file in connection with Contract No. 3756.

Legal and Right of Way Department's correspondence file in connection with E. L. Kennard, Contract No. 3756, West approach to Willamette River Bridges, Salem, Oregon

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

G. E. Rohde, Chief
Office Section

GER:jfw
Attach.
cc: Mr. W. D. Walker
Mrs. Phyllis Zabinski

RECEIVED
MAR 9 1955
FOR FILING

27-[illegible]
3[illegible]

NOTED
W. C. WILLIAMS

9

Following is a chronological statement of factual data pertaining to construction of the West Approaches to Salem Bridges under Contract No. 3756, E. L. Kennard, and subsequently under Contract No. 3975, F. O. Laws.

Contract No. 3756 for construction of roadbed embankment and slope protection was awarded to E. L. Kennard on July 10, 1952. The required completion date was set as November 30, 1952. Actual work by Kennard began on August 15, 1952. The contractor worked through October 14, 1952, at which time work was suspended. The approaches to the Center Street Bridge were not completed sufficiently at that time to permit placing of fill at bridge ends and construction of riprap. The October 10th monthly estimate indicated that the project was at that time 55 to 60 per cent complete. This suspension was in accordance with the terms of the contract, page 11.

On March 31, 1953, a letter from the Division Engineer was dispatched to Mr. Kennard advising him that bridge construction had progressed to the point where his contract work could be completed and instructing him to institute immediate plans for completion of the project.

On April 6th, a letter was received from John Lichty, Attorney for Kennard, in which he requested a renegotiation of the contract as to price before proceeding or to have the contract terminated upon measurement of materials then in place.

Mr. Lichty's letter was answered April 20th in a letter from Mr. Baldock answering various contentions set forth, advising that there was no point in entering into renegotiation of price items and warning that further delay would result in a demand upon the surety for completion of the project.

On May 6th a letter from the Legal Department to Lichty requested an immediate answer to Mr. Baldock's letter. On May 12th, reply having been received from Lichty, Mr. Enfield wrote Kennard advising him that the matter would be brought to the attention of the Highway Commission, with anticipation that the Commission would declare Kennard in default and Kennard and the surety would be held liable. This action was formally taken by the Commission at the ensuing meeting and the surety so notified.

Subsequently plans for completion of the work were made and a contract, No. 3975, for completion of roadbed embankment and slope protection was let to F. O. Laws, the date of this award being June 26, 1953.

Previously to award of the Laws contract, a complete remeasurement of the materials in place was made, the purpose of the measurement being to determine the quantities necessary for completion of the contract.

Contract No. 3975, F. O. Laws, was completed October 20, 1953, following which the work was again remeasured to determine the total quantities of work performed.

A statement was then prepared setting forth first the total quantities and amounts of both contracts valued at prices applicable to the Kennard Contract No. 3756, which is in the amount of $46,551.49 and being the State's obligation in connection with the two contracts.

A statement was also made of the total amounts actually paid to the two contractors, which was $47,360.44, indicating an overpayment by the State on contract work of $808.95.

A statement was then prepared setting forth the extra engineering expenses incurred, which extra expense is the cost of remeasurement work made necessary by the recontracting of the portion of the work which Kennard failed to perform. This extra expense was determined to be $524.74.

The extra engineering expense of $524.74 added to the overpayment to contractors of $808.95 gives $1,333.69, being the expenditure made by the State beyond its obligation to Kennard under his original contract.

On July 15, 1954, the invoice for this overpayment fully itemized was transmitted to Mr. E. L. Kennard and to the Travelers Indemnity Company. Payment in the total sum claimed was received from the Travelers Indemnity Company on August 30, 1954.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 15, 1954

[illegible] (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3975	5-final	F. O. LAWS

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2382	R-87224	$ 607.39	2/11/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1953

Time Extensions: To Oct. 20, 1953 without penalty

Completion Date: Oct. 20, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AAWichlander

RECEIVED
FEB 1 - 1954
FOR FILING

[illegible]

3975

January 29, 1954

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 3975 for work performed on the west approaches to Salem bridges on the Salem-Dallas Highway in Polk County, was completed by the contractor, W. O. Laws, on October 20, 1953, and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $607.39 will be released to the contractor on or after February 8, 1954. The total contract amount is $16,376.09, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

cc: General Casualty Company of America
General Insurance Bldg.,
Seattle 5, Washington

General Casualty Company of America
cc: Huggins Insurance Agency
373 North Church St.,
Salem, Oregon

NOTED ON CARD

RECEIVED
[illegible]
FOR FILING

[illegible]

975

C
O
P
Y

January 14, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-322(2)
West Approaches to Salem
Bridges Section

Dear Sir:

Our records indicate that work was performed on subject section under State contract numbers 3551, 3756, 3778 and 3975.

You have advised by letter dated December 10, 1953 that all work was completed on December 2, 1953. Your letters dated November 5, 1951 and January 5, 1954 transmitted forms PR-47-A covering State contracts 3551 and 3778 respectively. Apparently, we have not received any covering No. 3756.

In order that our records may be complete, we would also appreciate receiving information as to the circumstances which made necessary the award of Contract No. 3975 and the work accomplished under that contract.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
DEC 30 1953
FOR FILING

[illegible]

3975

December 29, 1953

Mr. F. O. Laws
2890 Blossom Drive
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from September 30 to October 20, 1953 within which to complete your contract No. 3975, for completion of roadbed embankment and slope protection on the West Approaches to Salem Bridges on the Salem-Dallas Highway in Polk County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc: J. D. Walker,
Division Engineer

K. E. Bartel,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
DEC 21 1953
FOR FILING

24-1 1

3975

December 18, 1953

General Casualty Company of America
Huggins Insurance Agency
373 North Church St.
Salem, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. G. Laws on contract No. 3975, for completion of roadbed embankment and slope protection on the West Approaches to Salem Bridges in Polk County.

This payment, in the amount of $2,523.34, will be released to the contractor on or after December 28, 1953. The retained percentage is $565.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

Portland Service Office

NOTED ON CARD

12-18-53

EIVE

OR FILIN

[illegible]

[illegible]

November 5, 1953

Request for extension of time
No. 7
Oregon State Highway Commission
December 10 and 11 Meeting

Gentlemen:

Herewith is a request from F. O. Laws for an extension of time on the West Approaches to Salem Bridges, Contract No. 3975, from September 30, 1953 to October 20, 1953.

The work which remained to be done after September 30 was the placing of riprap along the slopes. Because of the urgency of opening this section to traffic, the paving contractor was given priority, and Mr. Laws was requested to defer operations until the paving was completed.

The delay was for the convenience of the State, and I would recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

Form E-1—10M—4-51

[illegible]

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct [illegible], 1953

Section West Approaches [illegible] Bridge

Kind of work [illegible]

Highway [illegible]

Section prefix [illegible]

Contractor [illegible] Lewis

Contract number 3975

Date of contract ...., 19....

Date of completion [illegible], 1953

Date work started ...., 19....

Estimated date of completion Oct, 1953

Amount of contract $[illegible]

Per cent of time elapsed [illegible] %

Estimated cost of completed project, exclusive of engineering $[illegible]

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $2056.21, 100.89 %

Date project was completed Oct-20, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday & Tuesday contractor completed hauling
of and placing Rock Slope Protection.
A D-7 Dozer was used for placing.
Also some trimming and completed
job by [illegible]

RECEIVED
OCT 26 1953
DIVISION ENGINEER

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	14600 [illegible]	2000			
Estimated quantities moved or placed to date	11000	965			
Average daily quantities		65 — ½ day hauling			
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	4 Trucks				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1 — ½ day, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1 — 1½ days., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy. Rain at night		
Tuesday	Clearing		Job Completed.
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

STATE PRINTING DEPT. 49418

RECEIVED
OCT 16 1953
FOR FILING

21-10-1

3975

October 14, 1953

Mr. F. O. Laws
2890 Blossom Drive
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from July 31 to September 30, 1953 within which to complete your contract No. 3975, for completion of roadbed embankment and slope protection on the West Approaches to the Salem Bridges on the Salem-Dallas Highway in Polk County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: J. D. Walker,
Division Engineer

Maurice Juve,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 18 1953
FOR FILING

September [illegible], 1953

Request for extension of time
No. 10
September 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith request from [illegible] Lane for an extension of time on Contract No. 3775, East Approaches to Salem Bridges, from July 31, 1953 to September 30, 1953.

Mr. Lane took over this project after the failure of the previous contractor to complete his project. After the contract was awarded, it was found that additional work, which had not been specified in the contract, was required to properly finish the job. The contractor has cooperated in all ways to expedite the work, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
JUL [illegible] 1953
FOR FILING

27-[illegible]

3975

July 15, 1953

General Casualty Company of America
Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3975, which was awarded to F. O. Laws by the State Highway Commission on June 26, 1953, for completion of roadbed embankment and slope protection on West Approaches to Salem Bridges on the Salem-Dallas Highway in Polk County.

We are sending you a copy of this contract for your files as you appear as surety on the performance bond furnished by the contractor on the above project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

RECEIVED
1953
FOR FILING

27-1029

3975

Salem, Oregon
July 2, 1953

COPY

Mr. Kenneth E. Bartel
Resident Engineer
Salem, Oregon

Dear Sir:

As is appears probable that a lawsuit will develop in connection with the Kennary contract for embankment construction at the west end of the Willamette River Bridge at Salem, Contract No. 3756, our records of quantity determination for this contract, and for the succeeding Contract No. 3975, should be particularly complete and accurate and the records for each contract should coordinate, one with the other.

In the end, it will be necessary that there be submitted four final estimates; one for the work performed by Kennary under Contract No. 3756, one for the work performed under Contract No. 3975, one for work performed by State forces, and one for the project as a whole. The fourth of these four finals is needed to show what the final pay quantities under Contract No. 3756 would have been had Kennary completed the job. It would best be based on overall measurements of the complete project rather than on a somple addition of the quaatities in the other finals. It should, of course, check such an addition except for any duplications in the other finals that may result through rehandling of materials in the event any rehandling is necessary.

Remember that an accurate determination must be made of the amount Kennary would have been paid had he completed the job, as well as of the amounts actually earned under each of the two Contracts 3756 and 3975.

It will be necessary also that we have complete and properly segregated cost information for all work performed by State forces and for all engineering expense incurred in connection with the different contracts.

These things are mentioned at this time to make sure that we will be properly prepared when the time comes to work out a settlement with the surety or to defend the State in a lawsuit. Your careful attention to them will be appreciated.

Very truly yours,

S. H. Probert
Office Engineer

SHP:gs
cc J. D. Walker

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Mr. F. O. Long
Box 2559
Salem, Oregon

Dear Sir:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3975 for the grading and finishing of the West Approaches to Salem Bridges on the Salem-Dallas Highway in West Salem. The award was based on your bid of $17,235.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: H. G. Smith
S. H. Probert
W. E. Freeman, SIAC

29-3409 Tillamook Office Building 1953

#3976

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 7, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
~~3376~~ 39 6	6-Final	LLOYD G. SPERLING

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13229	R-98114	$ 1,603.80	7/6/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1953 for occupancy
June 30, 1954 completed

Time Extensions: none

Completion Date: June 7, 1954

Date Accepted: June 23, 1954

Penalties: none

Claims: none

Remarks:

Date: 7-7-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: JUL 17 1954

RECEIVED
[illegible]
FOR FILING

[illegible]

3976

June 18, 1954

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

State Highway Contract No. 3976 for construction of Tillamook Office Building was completed by the contractor, Lloyd G. Sperling, on June 7, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,603.80 will be released to the contractor after acceptance by the Commission. The total contract amount is $16,292.64 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Phil Grossmayer Co.
Equitable Bldg.
Portland 5, Oregon

NOTED ON CARD

[illegible]

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 19, 1953

Section	Deady-Winchester	Kind of work	Grading
Highway	Pacific	Section prefix	10-1072
Contractor	White Bros. Co.	Contract number	3976
Date of contract	February 20, 1953	Date of completion	May 31, 1953
Date work started	March 2, 1953	Estimated date of completion	May 31, 1953
Amount of contract	$557,771.36	Per cent of time elapsed	45 %

Estimated cost of completed project, exclusive of engineering . . . $550,032.98

Per cent of contract completed, based on total contract price . . . 53 %

Engineering cost to date $15,953.34, 37 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shovel and trucks worked all week on cuts station 2083 - 2090 and 2094 - 2100. Completed the cut at station ~~[illegible]~~ 2094 - 2100 cut at station 2083 - 2090 approximately 85% complete. This material being placed in north approach to R. R. overcrossing including that portion under t the structure. Started the fill under the south end of the R. R. overcrossing with material which had been placed on fill just south of the structure. Not sufficeint material stockpiled to complete this fill. The remainder will come from the clean-up of the cut station 2262-2285.

	Station to Station		Plans	Calculated
Excavation	1914+40	2285+50	614,839	571,748*
Embankment	1914+40	2285+50	612,193	~~[illegible]~~ 555,520*

*Does not include U, V, and X lines.

NOTED
FORREST COOPER

NOTED
R. A. MARTIN

NOTED
H. G. SMITH

Signed R D

Address Roseburg, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.96				
Miles partially completed	4 96				
Miles completed					
Total estimated quantities	676,300	8,550			
Estimated quantities moved or placed to date	329,000				
Average daily quantities	3,00				
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	8				
Average force on project for week	30				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ....-...., Mixers ...., Crushing or screening plants ....

Compressors ....1...., Bulldozers ....3...., Sheep-foot rollers ....1...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 53382

RECEIVED
JUL 27 1953
FOR FILING

31 - 34 1

July 24, 1953

Mr. Lloyd G. Sperling, Contractor
Route 1, Box 738
Tillamook
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3976, which was awarded to you on June 26, 1953 by the State Highway Commission, covering the construction of an office building at Tillamook in Tillamook County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1953

SUBJECT: Tillamook Office Building

NOTED

To: Mr. George Danforth
Resident Bridge Engineer
Tillamook, Oregon

Dear Sir:

I have conferred with Mr. Porter concerning the property which was recently purchased for the Tillamook office building. You have advised me that in starting the excavation for the building you encountered a filter bed leading from a septic tank and that this filter bed is under the location of the new office building. I understand that the septic tank itself is not on the property which we have bought, but is on the portion of the Ward property which she retains.

We have a warranty deed for the property which we have bought and the only reservation in this deed is an easement for the power line across a portion of the property. We have no responsibility for maintaining this filter bed in operation, and its operation will prevent us from the use to which we propose to put the property.

Please see Mrs. Ward (The best address I have for her is 1816 Seventh Street), advise her of the condition, and tell her that our contractor is now on the work and that we have no option other than to dig into the pipe at our property line and plug it with concrete. For her septic tank to work, she must, of course, provide another filter bed which must be entirely off our property. You should have our contractor plug the drain line under an extra work order.

Handle this matter as diplomatically as you can, as we should avoid any friction with the public where possible.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc J. D. Walker
R. L. Porter
C. W. Enfield
W. C. Williams

8

RECEIVED
APR 1953
FOR FILING

29-3[illegible]

3776

Tillamook

Salem, Oregon
April 3, 1953

Mr. I. A. De France

I believe I gave Mr. Paxson a copy of your report under date of March 27, relative to the location finally adopted for the State Police Building at Tillamook, and the expansion of this building to provide space for a Permit Director and a Resident Construction Engineer, as well as the Oregon State Police.

The subject has been discussed with Mr. Baldock and the above plan meets with his approval. Also, approval is hereby given to transfer $5,000 additional funds from Albany, in order to finance the over-all project.

W. M. Stiffler

WMS:er

cc Mr. O. S. Paxson
Mr. R. B. Sipprell

FORM E-30 27,500 4-52

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1953

SUBJECT: Additional Property - Tillamook Maintenance Station

[illegible]

To:

Mr.W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith Statement of Information, Original Authorization for Negotiation, Metes and Bounds property description and two Transmission Line Easements for the additional property which we propose to purchase adjacent to the east boundary of the Tillamook Maintenance Station.

Two prints of the sketch map and the tracing cloth copy are attached. You will note that the dimensions of the proposed site, as shown on the map, are 115'x193'. We were previously under the opinion that the property was 100'x193'.

We recommend that the property be purchased at as early a date as is possible and that the papers be turned over to the Right of Way Department for the purpose.

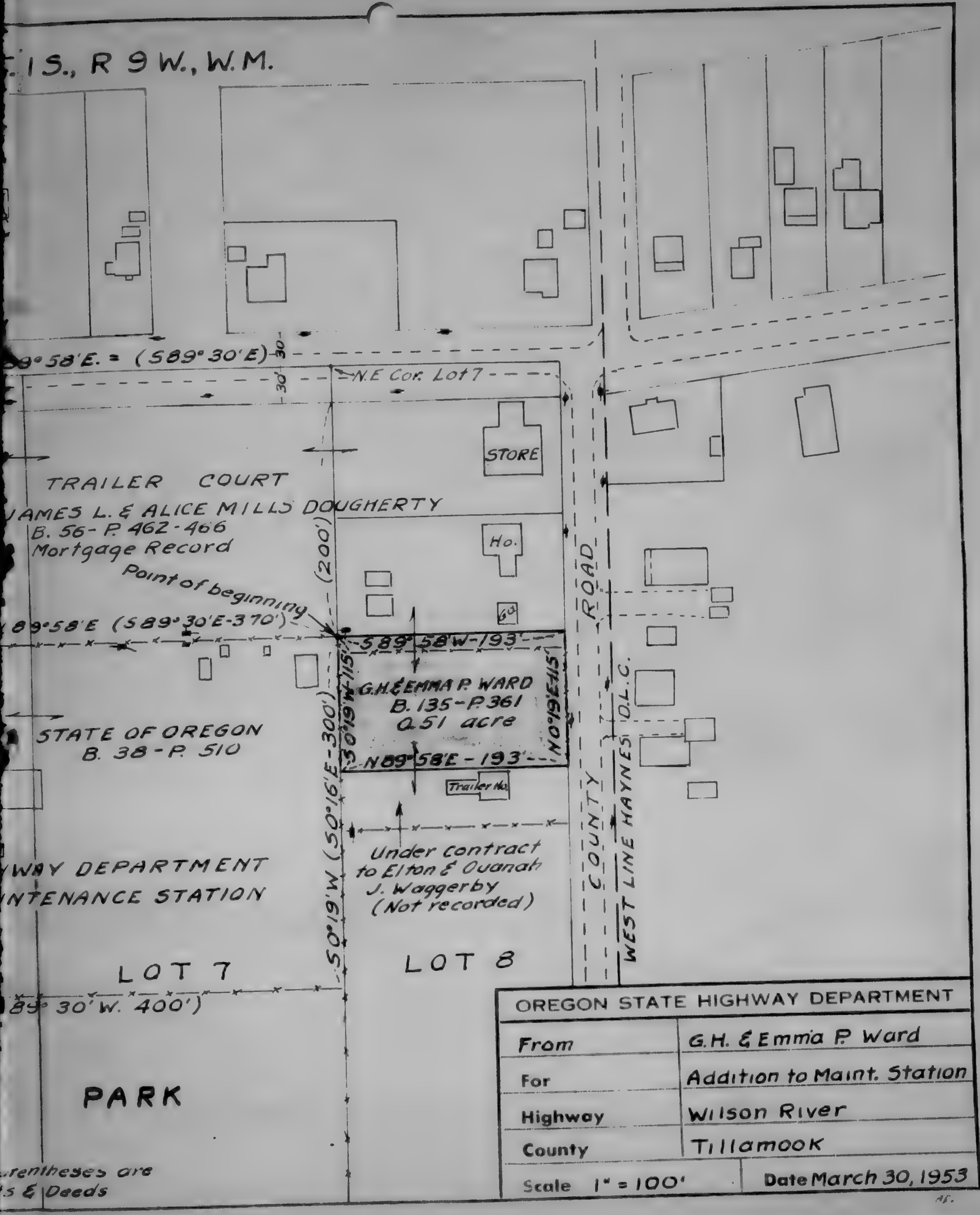
Forwarded To
H. G. Smith 3-30-53

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

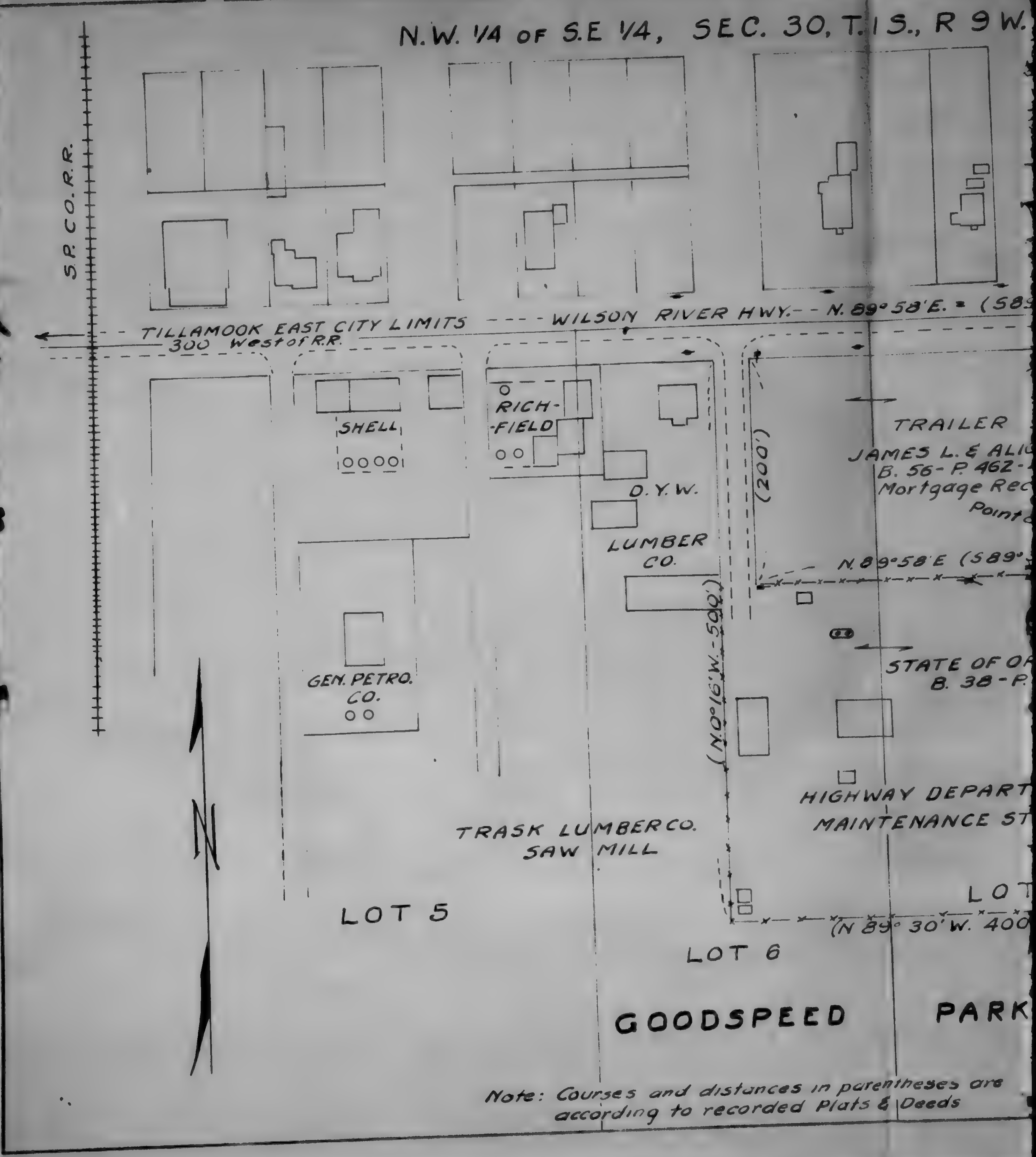
IAD:db
Enclosures
cc-

NOTED
W. W. STIFFLER


1S., R 9 W., W.M.
89°58'E. = (S89°30'E)
30'
30'
N.E Cor. Lot 7
STORE
TRAILER COURT
JAMES L. & ALICE MILLS DOUGHERTY
B. 56-P. 462-466
Mortgage Record
Point of beginning
(200')
89°58'E (S89°30'E-370')
Ho.
Ga
S89°58'W-193'
G.H.& EMMA P. WARD
B. 135-P. 361
0.51 acre
S0°19'W-115'
N0°19'E-115'
N89°58'E-193'
Trailer Ho.
STATE OF OREGON
B. 38-P. 510
S0°19'W. (S0°16'E-300')
Under contract
to Elton & Ouanah
J. Waggerby
(Not recorded)
WAY DEPARTMENT
INTENANCE STATION
COUNTY ROAD
WEST LINE HAYNES D.L.C.
LOT 7
LOT 8
89° 30'W. 400')
PARK
arentheses are
s & Deeds

OREGON STATE HIGHWAY DEPARTMENT

From	G.H. & Emma P. Ward
For	Addition to Maint. Station
Highway	Wilson River
County	Tillamook
Scale 1" = 100'	Date March 30, 1953


N.W. 1/4 OF S.E 1/4, SEC. 30, T. 1 S., R 9 W.
S.P. CO. R.R.
TILLAMOOK EAST CITY LIMITS
300 West of R.R.
WILSON RIVER HWY. - - N. 89° 58'E. = (S8
SHELL
RICH-FIELD
D.Y.W.
LUMBER CO.
(200')
TRAILER
JAMES L. & ALI
B. 56 - P. 462 -
Mortgage Rec
Point
N. 89°58'E (S89°
STATE OF OR
B. 38 - P.
(N.0°16'W. - 500')
GEN. PETRO. CO.
HIGHWAY DEPART
MAINTENANCE ST
TRASK LUMBER CO. SAW MILL
N
LOT 5
LOT 6
LOT
(N 89° 30' W. 400
GOODSPEED
PARK

Note: Courses and distances in parentheses are according to recorded Plats & Deeds

FORM E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1953

SUBJECT: Proposed new building in Tillamook

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

A few days before the last Commission meeting, the State Police were given notice to vacate their office in the Tillamook County Court house. They appealed to the Highway Department to provide them an office. After a quick search it was found there were no buildings available for rent and it became apparent that it would be necessary to build an office for them. The matter was presented to the Highway Commission to determine if they wished to assume the responsibility for providing this service to the State Police at Tillamook.

Subsequent to this action there have been three additional developments that may justify a change in the original plan. First, we find that it is impractical to purchase the building site adjacent to the Secretary of State's building on the highway north of Tillamook, and after considerable searching, both by the State Police and the Highway Department personnel, we find the only satisfactory site available is the one east of and adjacent to our present maintenance station. The State Police concede that this location will be satisfactory even though they would have preferred the site north of town. It is considered more desirable from the Highway Department viewpoint, in that it will permit all of our development in Tillamook to be made at one central location. Also the frontage on the street to the east will provide us with additional access to our maintenance station which is now limited to the 30 foot lane to the north.

Second, the Permit Department advise that due to the heavy log haul in the Tillamook area that they had planned to request, next year, that an office be provided for a full time Permit man to better serve this need. The present permits are issued by the draftsman assisting Resident Engineer Duffy, who is now using an old CCC building for an office. This office is located on our present maintenance station site and due to our entrance now being by way of a 30 foot lane to the north, the public has had difficulty in finding him. There has also been some objection to the public coming and going through and around our maintenance buildings to reach the present "Permit Office".

Third, Mr. Walker points out the poor condition of the old CCC building now being used for the Resident Engineer's office. The building was built during the depression era, of poor material and is poorly constructed. The boards have warped and shrunk, the small windows are not properly framed and wind and rain blow through the [illegible] cracks. We have placed a ceiling to facilitate heating but it

NOTED
W. W. STIFFLER

is only 7 feet high. We cannot hope to use this building as an office much longer due to its deterioration, and repair or reconditioning is not economically feasible. Mr. Walker had planned to request that this old building be replaced next year.

Taking all these facts into consideration, it now appears the most economical procedure would be to build a combination building at this time. There would be considerable saving over what it would cost to build the State Police building now and to enlarge it next year. Another saving would be that the draftsman could be utilized for permit man for some time to come, if the Resident Enginer were located in the same building and with street frontage where he would be available to the public.

In addition to the cost of the lot, the cost of the single purpose State Police building 20'x36' is estimated at $7,200 plus 12½% engineering, a total of $8,100. The cost of the proposed combination 32'x36' is estimated at $11,520 plus 12½% engineering, a total of $12,960 an increase of $4,860.

We recommend that authority be obtained to transfer an additional $5,000 to cover the cost of the combination building. There is an item in the 1953 budget for an additional storage building at Albany. This building is not urgently needed and can well be postponed another year. We recommend that funds set up for this building be transferred to cover the cost of the building in Tillamook.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc-

Form E-130—5M—8-47

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

SKETCHES

March 27-53

Sheet 1 A D of ....

Bridge over .... Road and mile No. .... County ....

Inspected by .... Date .... Bridge No. ....

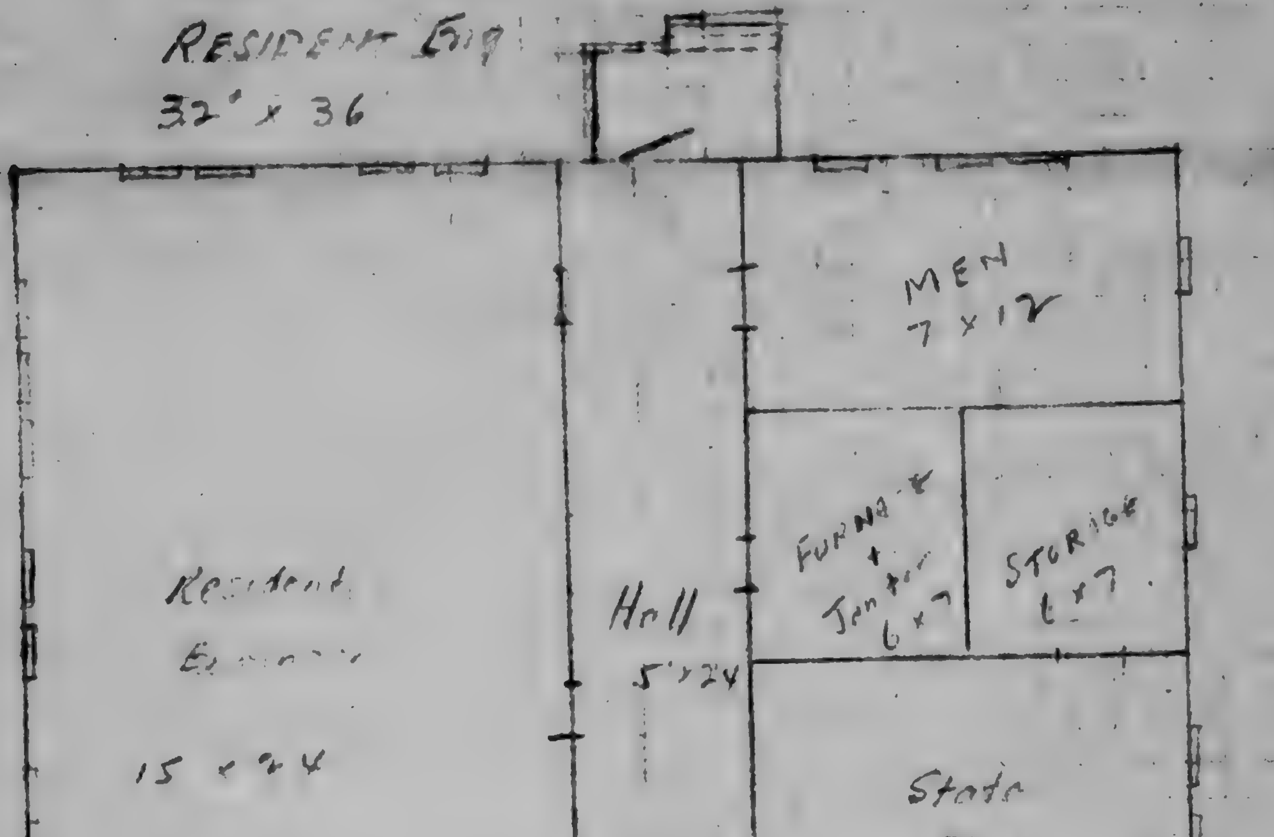
PROPOSED TILLAMOOK OFFICE BUILDING

FOR STATE Police Office

Permit Office and

RESIDENT Eng

32' x 36

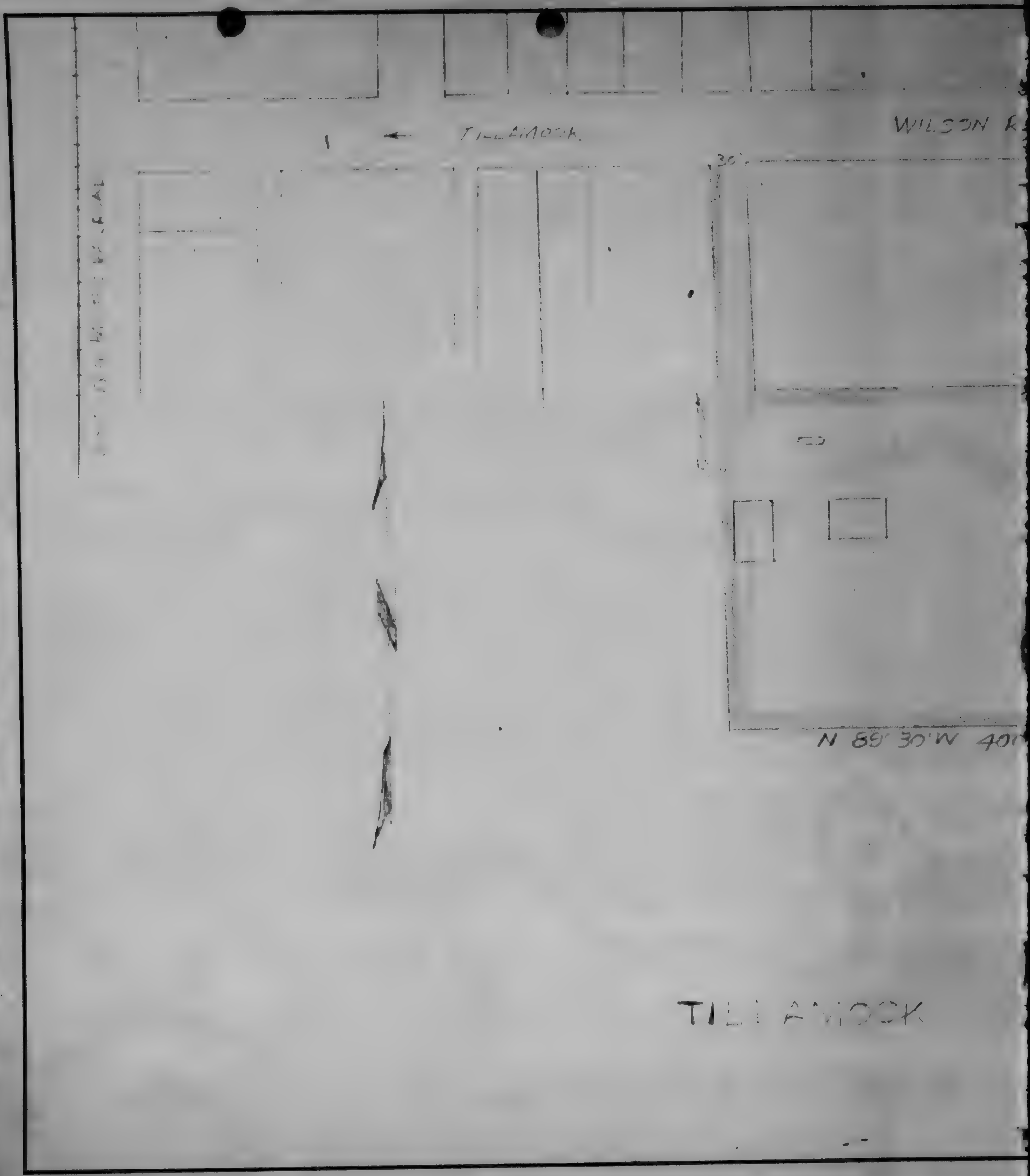

MEN
7 x 12
FURNACE + Janitor 6 x 7
STORAGE 6 x 7
Resident Engineer
15 x 24
Hall
5' x 24
State Police
10 x 12
Permits
12 x 12
STATE POLICE
12 x 20
FRONT Porch
32

36
32
72
108
1152
x10
11520
1440
$12960

WILSON RIVER HIGHWAY
STREET
300 FT
89 30'W 400'
STREET
STREET

OREGON STATE HIGHWAY DEPARTMENT

For	
Highway	
County	
Scale	**Date**


TILLAMOOK
WILSON R
30'
N 89°30'W 40
TILLAMOOK

7-53

RECEIVED
1953
FOR FILING

2/17/53

4-1

Maint
Bldg & Site

Tillamook

March 13, 1953

Mr. H. G. Maison, Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon

Attention: Mr. Lee M. Bown
Deputy Superintendent

Gentlemen:

The State Highway Commission at its last meeting had under discussion the matter of providing office space for your officers in the City of Tillamook. It was brought out in the discussion that you are required to vacate your present quarters in the courthouse, and that you have been unable to find suitable quarters in Tillamook that will satisfy your purpose.

You will be pleased to know that the Commission has authorized construction of a small building at this place for your use when a satisfactory building site has been obtained, it being understood that the State Police Department would pay rental for the use of the building that would amortize the investment at the rate of about 1% per month, which it is estimated would be about $100. The Commission also authorized the Right of Way Engineer to negotiate acquisition of this site.

In the event that this arrangement meets with your satisfaction, I believe it is the Commission's intention to have the matter covered by appropriate written agreement.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
FEB [illegible] 1953
FOR FILING

Maint
Bldg & Site

Tillamook

February 9, 1953

Oregon State Highway Commission

Gentlemen:

The Oregon State Police, who have been renting office space from Tillamook County in the Courthouse, have been requested by the County Court to vacate this space within 30 days, if possible, and not longer than 60 days.

In company with Mr. Bown, Deputy Superintendent, our representatives immediately made an investigation as to quarters available for their use, with the result that they found nothing suitable except two buildings where space could be partitioned off from a creamery or a grocery warehouse, each of which would require considerable alterations, the moving of the radio tower and radio equipment costing $1,000, which funds the Police do not have. When the County Court was apprised of the housing conditions they agreed to grant six months' time for the Police to locate suitable quarters.

As a last resort, the Police Department has appealed to us to construct a small two-room building, including a storage closet and toilet facilities, of approximately 750 square feet, estimated to cost $7,500. Our preliminary investigation reveals that we are unable to locate a suitable building site for less than $2,250; therefore, the total estimated cost is roughly $10,000, which would be amortized by rentals at the rate of 1 per cent per month or, in this case, about $100 per month.

We could finance the project within the current budget by deferring the construction of one cottage at Austin (two are budgeted) and transfer the funds for the above project, which I hereby recommend.

This item will be on the agenda for the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
WWS:er lg

FORM E-30 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1953

SUBJECT: Tillamook - Office for State Police

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Reference is made to the recent request of the State Police for us to arrange for an office for their men stationed at Tillamook. The County Court had requested them to vacate their office in the County Court House in 30, or not later than 60 days.

I discussed the matter with Captain Bown at Salem and Sergeant Maulding at Tillamook and determined that quarters similar to those furnished at Newport would satisfy their needs at Tillamook. The building furnished them in Newport is 20' x 36' and contains two rooms, a storage closet and a mens toilet.

750° 7500

Lot 100x190

2500

10000

They would like to be in Tillamook with Highway frontage so that the public could readily contact them and where trucks and other vehicles could find parking space without difficulty. They suggested a small building in the triangle between north and south bound streets in South Tillamook.

I contacted Mr. Walker, Mr. Smith and Mr. Roper. The latter together with Sergeant Maulding and Captain Bown last Friday, January 16, searched the city over for temporary quarters and found nothing immediately suitable but a couple of places where space could be partitioned off from a creamery, in one instance and from a grocery warehouse in a second instance. It was estimated the cost of furnishing such an office for occupancy including the cost of moving their radio tower and equipment would cost no less than $800. There are no residences available for rental - two motels in Tillamook are filled with people looking for residences.

The situation was explained to the County Court and they advised that they had been unaware of the Highway Department's obligation to furnish housing for the Police and to avoid the unnecessary expenditure of $800 for temporary housing for a 6 months period, they would permit the police to continue to occupy their present quarters for that length of time assuming the Highway Department would make arrangements either by constructing a building or otherwise to provide quarters for the State Police by that time.

NOT
W. W. STI

It was explained that we could not speak for the Commission but we believed they would assume the obligation and that their offer to permit the State Police to remain was greatly appreciated.

It appears that the construction of a State Police Building in the triangle in South Tillamook is impractical due to the proximity to the junction of the north and south traffic lanes. We are meanwhile making a hurried investigation of other possible location that might be both available within reason and satisfactory to the Police.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc- J. D. Walker
R. M. Smith

STATE OF OREGON
1859

Department of State Police
HEADQUARTERS
SALEM

January 12, 1953

Mr. R. H. Baldock, Highway Engineer
State Highway Commission
BUILDING

Attention: Mr. W. W. Stiffler

Dear Sir:

Confirming our telephone conversation we attach hereto photostat copy of a letter giving official notice by the Tillamook County Court to vacate the office quarters which we now occupy in that city. In conversation with our Sergeant James Maulding, County Judge O. E. Effenberger stated that the use of the space which we now occupy was desired within thirty days if possible and not later than sixty days.

Yours very truly,

H. G. MAISON, SUPERINTENDENT

By

Lee M. Bown, Deputy Superintendent

LMB MF
Encl.

August Schollmeyer, County Commissioner

Wesley Shulmerich, County Commissioner

Tillamook County

O. E. EFFENBERGER, County Judge

Tillamook, Oregon

January 9, 1953

State Police Department
Salem, Oregon

Gentlemen:

We are hereby giving you official notice to vacate the office which you have used as your headquarters in the Tillamook County Court House as soon as it is convenient for you to do so.

We regret that this move is necessary, but the rooms are needed for county uses.

Thanking you for your cooperation, we are,

Yours very truly,

TILLAMOOK COUNTY COURT

O.E. Effenberger
County Judge

Wesley Schulmerich
County Commissioner

County Commissioner

CC:bb
cc: Sgt. Maulding
Tillamook Office

RECEIVED
JAN 10 1953
DEPARTMENT OF
STATE POLICE

330-1706 Milton-Freewater (N. E. 5th 1953
Ave.) Pav. Proj.
#3977

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 19, 1954

(CONTRACT NO.) [illegible]-1706	(EST. NO.)	(CONTRACTOR)
1977	2-final	H. J. MILLER & H. W. MILLER

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
430	R-85042	$ 500.00	1/18/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: To Oct. 20, 1953 without penalty

Completion Date: Oct. 20, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized

HB Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed:

1-21-54

RECEIVED
DEC 30 1953
FOR FILING

December 29, 1953

H. J. & H. W. Miller
218 Bridge St.
Baker, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from September 30 to October 29, 1953 within which to complete your contract No. 3977, for paving on the Milton-Freewater (N.E.5th Ave.) City Street Section in Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

W. S. Hodge,
Resident Engineer

H. G. Smith,
Construction Engineer

FOR

December 28, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3977 for paving on the Milton-Freewater (N.E. 5th Ave.) City Street Section in Umatilla County was completed by the contractor, H. J. & H. W. Miller, on October 20 and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $500.00 will be released to the contractor on or after January 7, 1954. The total contract amount is $10,931.75 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
12-28-[illegible]

RECEIVED
NOV 27 1953
FOR FILING

320-1706

[illegible]

November 27, 1953

Glens Falls Indemnity Company
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to H. J. & H. W. Miller on contract No. 3977 covering Paving in Milton-Freewater (N.E. 5th St.) in Umatilla County. This payment, in the amount of $10,431.75 will be released on or after December 7, 1953. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - Glens Falls Indemnity Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.,
Portland 4, Oregon

NOTED ON CARD
11-27-53

RECEIVED
NOV 19 1953
FOR FILING

230-17[illegible]

3977

November 17, 1953

Oregon State Highway Commission

Request for extension of time
No. 9
December 10 and 11 Meeting

Gentlemen:

Herewith is a request from H. J. and S. W. Miller for an extension of time on the Milton-Freewater (S. E. 5th Avenue) Section, Contract No. 3977, from September 30, 1953 to October 20, 1953.

Rains during the month of September delayed the contractor approximately two weeks in the laying of his pavement. There was very little inconvenience to the public and no additional expense.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:js fp

Form E-1—10M

330-1706

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #3

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 24, 19 53

Section Milton-Freewater (N. E. 5th. St.)

Highway City Street

Contractor H. J. and H. W. Miller

Date of contract June 26, 19 53

Date work started September 21, 19 53

Amount of contract . . . . $ 13,689.50

Kind of work Paving

Section prefix 330-1706

Contract number 3977

Date of completion September 30, 19 53

Estimated date of completion October 20, 19 53

Per cent of time elapsed 120.8 %

Estimated cost of completed project, exclusive of engineering . . . . $ 11,000.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 758.50, 72.4 %

Date project was completed October 20, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished the paving Monday Oct. 19th. and finished the shoulder material Oct. 20 thus completing the project. The weather was quite favorable all the time.

NOTED
FORREST COOPER

RECEIVED
OCT 26 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed W. L. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					.42
Miles partially completed					.42
Miles completed					.42
Total estimated quantities					770.
Estimated quantities moved or placed to date					770. 824
Average daily quantities					154.
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					10
Average force on project for week					14

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES*		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers Asph. 1, Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 8, ... Paver Machine. 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

State Printing

RECEIVED
1953
FOR FILING

332-116

3977

August 5, 1953

H. J. and H. W. Miller
218 Bridge Street
Baker, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3977, which was awarded to you on June 26, 1953 by the State Highway Commission, for paving on the Milton-Freewater (N.E. 5th Avenue) Section in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 7 1953
FOR FILING

[illegible]

[illegible]

July 6, 1953

Mr. J. D. Whitman, City Recorder
City Hall
Milton-Freewater, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Milton-Freewater covering the improvement of N. E. Fifth Avenue from Robbins Street to the Oregon-Washington Highway, a distance of approximately 0.42 mile.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

NOTED
J. W. CATTRALL

July 2, 1953

NOTED
Harold C. Ayers

Mr. Robert L. Brunton
City Manager
Milton-Freewater, Oregon

Dear Sir:

On June 26, 1953, the State Highway Commission awarded Contract #3977 to H. J. and H. W. Miller for paving on N.E. 5th Avenue in Milton-Freewater. The estimated total cost of the project based on this bid is as follows:

Contract Items	$13,100.00
12-1/2% Engineering and Contingencies	1,637.50
Survey	500.00
Total-----	$15,237.50

As per the agreement executed by the City and State, the city is to pay all costs in excess of $15,000 and agrees that when the entire project has been completed and the total cost thereof determined, that the city will promptly upon receipt of an itemized bill, pay to the State such an amount of money as when added to the $15,000 to be paid by state shall equal the total cost of the project.

Enclosed for your information is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

NOTED
HAGEMANN

HCA:MM
Encl.

RECEIVED
JUN 30 1953
FOR FILING

[illegible]

[illegible]

June 29, 1953

H. J. & H. W. Miller
218 Bridge Street
Baker, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3977 for the Milton-Freewater (NE 5th Avenue) Paving Project in Milton-Freewater, Umatilla County. This award was based on your bid of $13,100.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: H. G. Smith
E. S. Probert
W. W. Franzen, SIAC

CITY OF
MILTON-FREEWATER
Power - Light - Water - Sewer

OFFICE OF THE
CITY MANAGER

CITY HALL
MILTON-FREEWATER, OREGON

NOTED
J. W. CATTRALL

November 26, 1952

Mr. Harold C. Ayers
Field Engineer
County & City Relations ✓
Oregon State Highway Commission
Salem 10, Oregon

Dear Mr. Ayers:

The City Council of the City of Milton-Freewater at its November 24, 1952 meeting, passed a motion stating that the City of Milton-Freewater either under the Bancroft Act or with General Street Funds would pay for all costs above $15,000 for resurfacing N. E. Fifth Ave. with a 3 inch asphaltic concrete if state aid was received.

The financial arrangement was already known and unofficially approved by the City Council. However, they passed this motion to make it official.

We hope the State Highway Commission will act favorably on our request. Thank you for your help.

Sincerely yours,

Robert L. Brunton

Robert L. Brunton
City Manager

RLB em

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NOV 28 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 28 1952

CITY OF
MILTON-FREEWATER
Power - Light - Water - Sewer

OFFICE OF THE
CITY MANAGER

CITY HALL
MILTON-FREEWATER, OREGON

November 1, 1952.

Mr. Harold C. Ayers
Field Engineer
County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

The City Council of the City of Milton-Freewater at it's October 27, 1952 meeting decided to request state aid under the "$250,000 Appropriation Act" for Northeast 5th Avenue from the State Highway to Robbins Street.

A resolution previously passed by the City Council had requested state aid on both Northeast 5th Avenue and Southeast 15th Avenue but Southeast 15th Avenue was deleted since you felt that a request should be made for only one street. The Council felt that Northeast 5th Avenue is one of the most important feeder streets in the City and gets an abnormal amount of use during the canning season both from the influx of workers and from the trucks supplying the canneries.

The Council also recommended that if the State Highway Commission acts favorably on this request that a two to three inch asphaltic concrete resurface be used.

We wish to thank you for your assistance in looking over our situation. If there is any additional information that you require we will be happy to obtain it for you.

Sincerely yours,

Robert L. Brunton

Robert L. Brunton
City Manager

RLB:pc

RECEIVED
NOV 3 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 3 1952
ENGINEER
[illegible]

Form cc-50
Special City Allotment

5-26-52

RECEIVED
1952

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Milton-Freewater is an incorporated city of the State of Oregon, and has a population of 3851, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

S. E. 15th Avenue from South Main to City Limits

N. E. 5th Avenue from State Highway to North Main

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

S. E. 15th Avenue from South Main to City Limits

N. E. 5th Avenue from State Highway to North Main

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Milton-Freewater does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate City Manager, Robert L. Brunton as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 26th day of May, 19 52.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Milton-Freewater at a regular or special meeting of said council, held on the 26 day of May, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

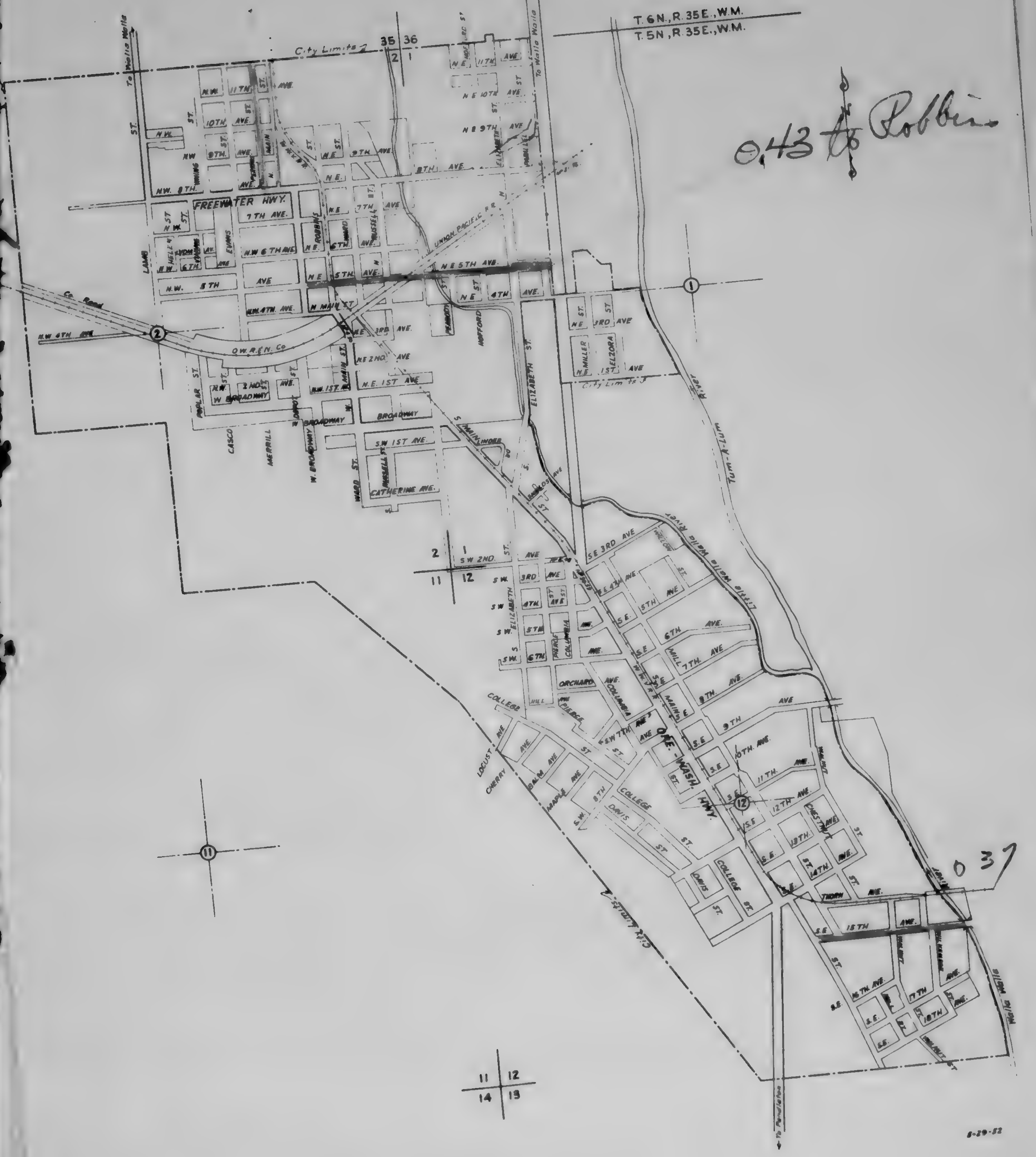
Dated this 5 day of June, 1952.

J. D. Whitman
City Recorder

MILTON - FREEWATER

Scale in Feet
0 600 1200 1800

UMATILLA COUNTY


T. 6 N., R. 35 E., W.M.
T. 5 N., R. 35 E., W.M.
City Limits
35 36
2 1
To Walla Walla
To Walla Walla
N.W. 11TH AVE.
N.W. 10TH AVE.
N.W. 9TH AVE.
N.W. 8TH AVE.
FREEWATER HWY.
7TH AVE.
N.W. 6TH AVE.
N.W. 5TH AVE.
N.W. 4TH AVE.
N.E. 11TH AVE.
N.E. 10TH AVE.
N.E. 9TH AVE.
8TH AVE.
N.E. 7TH AVE.
N.E. 6TH
N.E. 5TH AVE.
N.E. 4TH AVE.
N.E. 3RD AVE.
N.E. 2ND AVE.
N.E. 1ST AVE.
N. MAIN ST.
LAMB ST.
ROBBINS
RUSSELL ST.
ELIZABETH ST.
HOFFORD
PEABODY
MILLER
ELZORA
UNION PACIFIC R.R.
O.W.R.&N. Co.
Co. Road
N.W. 4TH AVE.
2
1
POPLAR ST.
W. BROADWAY
BROADWAY
CASCO
MERRILL
DEPOT
S. MAIN
S.W. 1ST AVE.
CATHERINE AVE.
WARD ST.
Tum-A-Lum River
Little Walla Walla River
2 1
11 12
S.W. 2ND. ST. AVE.
S.W. 3RD AVE.
S.W. 4TH AVE.
S.W. 5TH AVE.
S.W. 6TH AVE.
S.E. 3RD AVE.
S.E. 4TH AVE.
S.E. 5TH AVE.
S.E. 6TH AVE.
S.E. 7TH AVE.
S.E. 8TH AVE.
9TH AVE.
S.E. 9TH
S.E. 10TH AVE.
S.E. 11TH AVE.
S.E. 12TH AVE.
S.E. 13TH AVE.
S.E. 14TH AVE.
S.E. 15TH AVE.
S.E. 16TH AVE.
17TH AVE.
18TH AVE.
PACIFIC
COLUMBIA
ORCHARD AVE.
MILL
MAIN
COLLEGE
HILL
PIERCE
S.W. 7TH
CHERRY AVE.
LOCUST AVE.
BALM AVE.
MAPLE AVE.
S.W. 8TH
DAVIS ST.
COLLEGE ST.
ORE.-WASH. HWY.
12
CHESTNUT
THORN AVE.
WALNUT
WALNUT ST.
City Limits
11
11 12
14 13
To Pendleton
Walla Walla River

0.43 to Robbins

0.37

8-29-52

331-1704 Union (Dearborn Ave.) Pav. 1953
Proj.
#3978

[illegible]1-1704

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 3, 1954

(CONTRACT NO.) 3928	(EST. NO.)	(CONTRACTOR)
3978	3-final	La Grande Conc. Pipe Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3392	R-88266	$ 1,020.77	3/1/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1953

Time Extensions: to Dec. 2, 1953 without penalty

Completion Date: Dec. 2, 1953

Date Accepted: Jan. 21, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-3-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 3 [illegible]
aaw

3-3-54 gl

RECEIVED

31-1914

3115

February 4, 1954

General Casualty Company of America
General America Agency
209 S. W. 4th Ave.
Portland, Oregon

Gentlemen:

State Highway Contract No. 3978 for grading and paving on the Union (Dearborn Street) City Street Section in Union County was completed by the contractor, La Grande Concrete Pipe Co., on December 2, 1953 and was formally accepted by the Highway Commission on January 21, 1954.

Final payment in the amount of $1,020.77 will be released to the contractor on or after February 15, 1954. The total contract amount is $11,169.74 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

2-4-54

RECEIVED
1954
FOR FILING

[illegible]

[illegible]

February 1, 1954

La Grande Concrete Pipe Co.
Box 255
La Grande, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 21, 1954, had under discussion your request for an extension of time from November 30 to and including December 2, 1953 within which to complete your contract No. 3978, for grading and paving on the Union (Dearborn St.) City Street Section in Union County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

C. D. Cannon,
Resident Engineer

H. O. Smith,
Construction Engineer

R

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DEC 30 1953
FOR FILING

December 30, 1953

La Grande Concrete Pipe Co.
Box 255
La Grande, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from October 31 to November 30, 1953 within which to complete your contract No. 3978, for grading and paving on the Union (Dearborn St.) City Street Section in Union County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

C. D. Cannon,
Resident Engineer

H. G. Smith,
Construction Engineer

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FOR FILING

[illegible]

3978

December 24, 1953

Oregon State Highway Commission

Request for extension of time
No. 7
January 21 and 22 Meeting

Gentlemen:

Herewith is a request from the La Grande Concrete Pipe Company for extension of time on the City of Union Contract No. 3978 from November 30, 1953 to and including December 2, 1953.

The contractor had completed all work with the exception of rolling shoulders, and was unable to secure a roller until December 1. He completed the remainder of work in the two days of overrun. We have not suffered any additional cost or inconvenience and I recommend, therefore, that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

No. 12

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

331-1704

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 4, 1953

Section Union (Dearborn Street)

Kind of work Grading and Paving

Highway City Street

Section prefix 331-1704

Contractor La Grande Concrete Pipe Co.

Contract number 3978

Date of contract June 25, 1953

Date of completion September 15, 1953

Date work started September 11, 1953

Estimated date of completion December 2, 1953

Amount of contract $11,244.50

Per cent of time elapsed 162/81 200 %

Estimated cost of completed project, exclusive of engineering $11,200.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $900, 100 %

Date project was completed December 2, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed shoulders Dec. 1 & 2.

Completed project Dec. 2. All equipment moved off the project. Semi-final estimate will be submitted to Division Office next week.

FINAL REPORT.

NOTED
G. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.30	.30			.30
Miles partially completed	.30	.30			.30
Miles completed	180	2000			590
Total estimated quantities	180	1970			590
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

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NOV [illegible] 1953
FOR FILING

321-1704

3978

November 23, 1953

Request for extension of time
No. 17
December 10 and 11 Meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the La Grande Concrete Pipe Company for extension of time on the Union City Street, Contract No. 3978, from October 31, 1953 to November 30, 1953.

All work on this project was completed by October 30, with the exception of some minor shoulder placing and cleanup work. There was no additional cost nor inconvenience created by virtue of the overrun, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:js fp

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[illegible]
FOR FILING

November 16, 1953

La Grande Concrete Pipe Co.
Box 255
La Grande, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from September 15 to October 30, 1953 within which to complete your contract No. 3978, for grading and paving on the Union (Dearborn St.) City Street Section in Union County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. F. Parson,
Division Engineer

C. D. Cannon,
Resident Engineer

H. G. Smith,
Construction Engineer

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FOR FILING

331-10-1
2912

October 12, 1953

Oregon State Highway Commission

Request for extension of time
No. 9
October 29 and 30 Meeting

Gentlemen:

Herewith request for an extension of time from the La Grande Concrete Pipe Company for grading and paving on Dearborn Street in the city of Union, Contract No. 3978, from September 15, 1953 to October 30, 1953.

There was only a small amount of asphaltic paving on this project and, in order to avoid the expense of moving in a complete paving plant, the contractor elected to wait until materials could be secured from another paving contractor who has just moved into the area. While there has been some inconvenience to the public, there will be no additional engineering expense, and I would recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
FOR FILING

331-1704

3979

August 12, 1953

La Grande Concrete Pipe Co.
Box 255
La Grande, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3978 awarded to you by the State Highway Commission, for grading and paving on the Union (Dearborn Street) Section in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
1953
FILING

[illegible]

[illegible]

August 4, 1953

REGISTERED MAIL

La Grande Concrete Pipe Company
P. O. Box 25[illegible]
La Grande, Oregon

Gentlemen:

Your Contract No. 3[illegible]78 for grading and paving on Dearborn Avenue in Union, Union County, has been received in this office fully executed. We are, therefore, returning your certified check No. 432 drawn on the La Grande Branch of the United States National Bank of Portland in the amount of $565.00 which you submitted with your proposal on June 26, 1953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - Accounting Division

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JUL 7 1953
FOR FILING

331-1704

3715

July 6, 1953

Mr. R. J. Jones, City Recorder
City Hall
Union, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your Citya fully executed copy of an agreement between the State Highway Commission and the City of Union covering the improvement of Dearborn Street from Main Street westerly for a distance of approximately 0.30 mile, in connection with the $250,000 City Allotment Fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

NOTED
Harold C. Ayers

July 2, 1953

NOTED
J. W. CATTRALL

Mr. J. R. Jones
City Recorder
Union, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

On June 26, 1953, the State Highway Commission awarded Contract #3978 to the La Grande Concrete Pipe Company for grading and paving on Dearborn Street in Union. The estimated cost based on this bid is as follows:

Contract Items	$11,244.50
Engineering and Contingencies (12-1/2%)	1,405.56
Survey	675.00
Total ------	$13,325.06

Enclosed for your information is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

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JUN 30 1953
FOR FILING

221-15[illegible]

[illegible]

June 29, 1953

La Grande Concrete Pipe Company
P. O. Box 255
La Grande, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3978 for the Union (Dearborn Avenue) Grading and Paving Project in Union County. This award was based on your bid of $21,244.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: W. C. Smith
S. H. Probert
E. M. Franzen, SIAC

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[illegible] 1953
FOR FILING

31-1[illegible]

[illegible]

Union

March 9, 1953

Honorable David C. Baum
Hall of Representatives
State Capitol
Salem, Oregon

Dear Mr. Baum:

With reference to the State Tax Street Fund project in the City of Union, advise that the Highway Commission at its meeting on January 21 and 22 approved a $15,000 project designated as the Dearborn Street Section, to consist of grading and oiling.

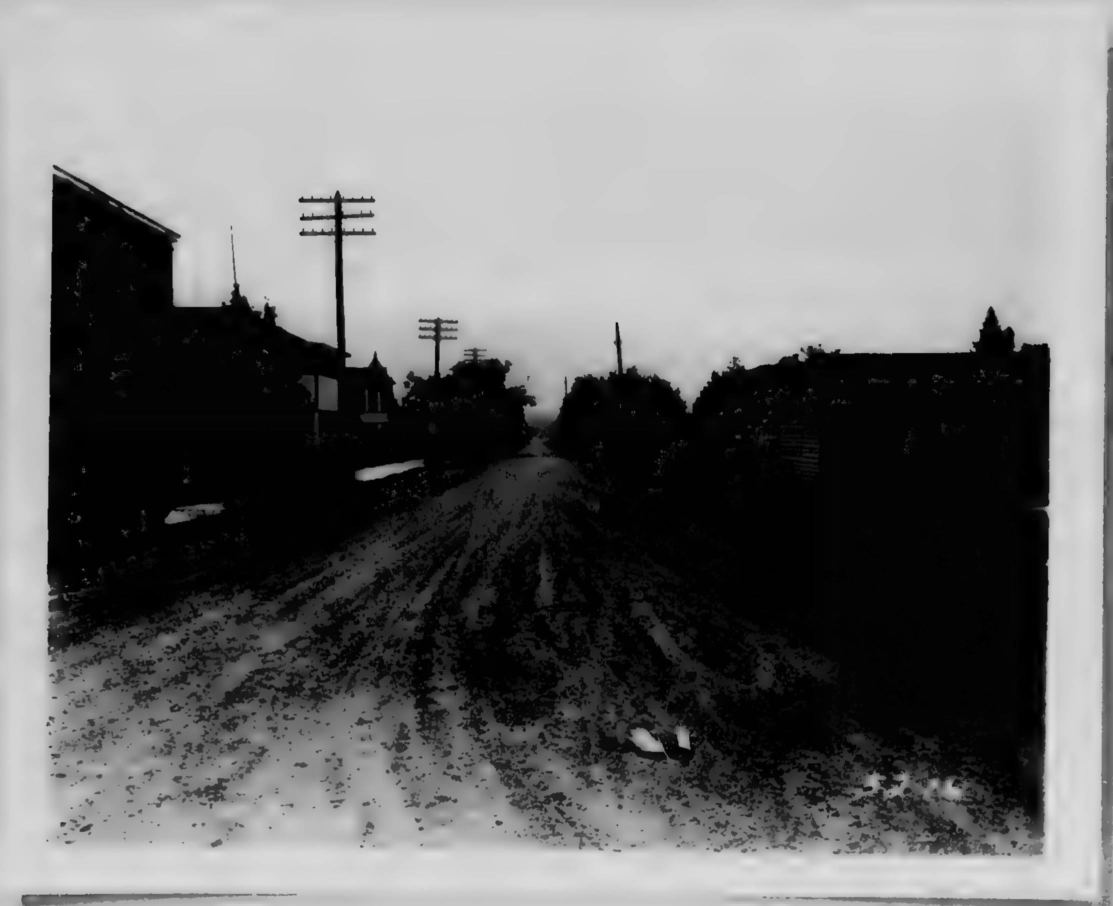
Authority for the survey was also approved, and the engineering department is now engaged in making this survey and the project is listed for letting to contract in June.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

6-3-52



Form cc-50
Special City Allotment

6.3.52

RECEIVED
JUN 6 1952
ENGINEER
[illegible]

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Union, Oregon is an incorporated city of the State of Oregon, and has a population of 1307, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, Union, Oregon

Dearborn St. from highway no. 30 running west to Warren St.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Dearborn St.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Union does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mayor J. A. Robertson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3 rd day of June, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

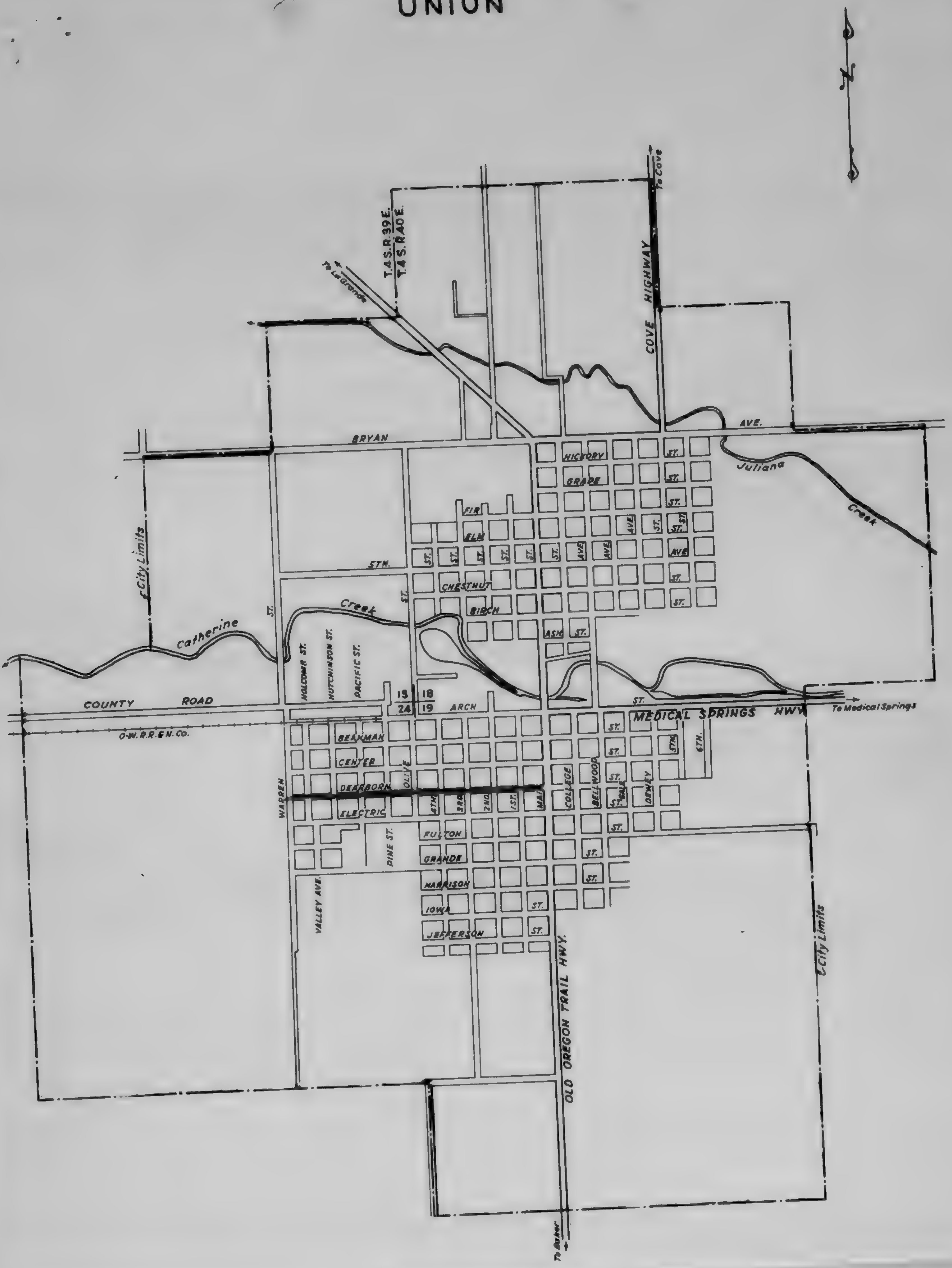
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Union at a regular or special meeting of said council, held on the 3rd day of June, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of June, 1952.

J R Jones
City Recorder

UNION


N
To Cove
COVE HIGHWAY
To La Grande
T.4S.R.39E.
T.4S.R.40E.
BRYAN
AVE.
HICKORY
GRAPE
FIR
ELM
5TH.
CHESTNUT
BIRCH
ASH
ST.
AVE
Juliana
Creek
Catherine
Creek
City Limits
HOLCOMB ST.
HUTCHINSON ST.
PACIFIC ST.
13
18
24
19
COUNTY
ROAD
ARCH
MEDICAL SPRINGS HWY
To Medical Springs
O-W.R.R.&N. Co.
BEAKMAN
CENTER
DEARBORN
ELECTRIC
WARREN
OLIVE
4TH.
3RD
2ND
1ST.
MAIN
COLLEGE
BELLWOOD
GALE
DEWEY
5TH.
6TH.
PINE ST.
FULTON
GRANDE
HARRISON
IOWA
JEFFERSON
VALLEY AVE.
OLD OREGON TRAIL HWY.
City Limits
To Baker

BFI-303(10) Lower Boones Ferry Road 1953
Overcrossing.

#3272

BFI-303(10) Lower Boones Ferry Road 1953
Overcrossing.

#3272

RECEIVED
JUN 9 1954
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 8, 1954

[illegible]

(CONTRACT NO.) [illegible]	(EST. NO.)	(CONTRACTOR)
3979	4-final	Birkemeier & Saremal

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11030	B-95629	$ 3,194.73	June 8, 1954

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: April 30, 1954

Time Extensions: None

Completion Date: April 30, 1954

Date Accepted: May 11, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-9-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Lloyd Query
Assistant Secretary

Warrant Mailed: JUN 9 1954
aaw

NOTED ON CARD
6-9-54

RECEIVED
MAY 2 6 1954
FOR FILING

May 25, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3979 for construction of the Lower Boones Ferry Road Overpass in Washington County was completed by the contractor, Birkemeier & Saremal, April 30 and was formally accepted by the Highway Commission on May 11, 1954.

Final payment in the amount of $3,194.73 will be released to the contractor on or after June 4, 1954. The total contract amount is $36,916.98 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION
H. B. Glaisyer, Secretary

By
Floyd Query, Assistant Secretary

gl

NOTED ON CARD
5-25-54

RECEIVED
1953
FOR FILING

[illegible]

3979

August 5, 1953

Birkemeier & Saremal
301 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3979, which was awarded to you on June 26, 1953 by the State Highway Commission, for construction of Lower Boones Ferry Road Overpass on the West Portland-Hubbard Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Birkemeier & Sarenal
301 Lewis Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 awarded to you State Highway Contract No. 3979 for the construction of the Lower Boones Ferry Road Overpass on the West Portland-Hubbard Highway in Washington County. This award was based on your bid of $40,170.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: R. J. Smith
S. H. Probert
G. S. Paxson
W. E. [illegible], SIAC

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File
FOR FILING

BFI-3[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 26, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 3979 for Oregon Project BFI-303(10), Barbur Boulevard-Boones Ferry Road Section of the West Portland-Hubbard Highway, to Birkemeier and Saremal of Portland, Oregon, low bidder in the amount of $40,170.00 at the June 26, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
2 1953
FOR FILING
OREGON DISTRICT

File

BFI-303(10)
2177

BFI-303(10)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-303(10), Lower Boones Ferry Road Overpass on the West Portland-Hubbard Highway, have today been recommended for approval subject to such changes as may be required by our Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

GPolk
C. G. Polk
District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
HIGHWAY COMMISSION

BF-124(4) Brush Cr.-Frankport Unit, 1953
Rocky Point-Gold Beach Sec.,
#3980 Oregon Coast Hwy.

Mr RH Baldock

BF-12411

March 22, 1956

Brush Creek-Frankport Section
Contract #3980

FINAL COST ANALYSIS

Grading and Paving

Peter Kiewit Sons' Co., Contractor
G. A. Barnhart, Resident Engineer

Oregon Coast Highway
Prefix 8-1009-201(14)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$50,744.34	$52,000	$ 50,744.34	$ 52,000.00
Struct. Excav., Unclassified	2,747.1	Cu. Yd.	2.28	3.50	6,273.87	9,614.85
General Excav., Unclassified	1,217,777	" "	0.33	0.47	396,383.43	572,355.19
Short Overhaul	5,053,876	Yd. Sta.	0.007	0.01	34,991.39	50,538.76
Long "	70,523.4	C-Yd. Sta.	0.28	0.40	19,531.53	28,209.36
Finish R/B & Slopes	2.1	Mile	1,095.29	1,000.00	2,301.25	2,100.00
Rounding Cutbanks	4,900	Lin. Ft.	0.18	0.20	898.26	980.00
6" Perf. Metal Drain Pipe, Coated	1,528	" "	1.48	2.00	2,269.49	3,056.00
8" Perf. Metal Drain Pipe, Coated	3,600	" "	1.98	2.60	7,152.67	9,360.00
12" Perf. Metal Drain Pipe, Coated	158	" "	2.93	3.50	462.25	553.00
3/8"-0 Backfill in Drains	1,411	Cu. Yd.	5.23	7.50	7,385.59	10,582.50
18" Concrete Pipe	204	Lin. Ft.	4.17	4.50	850.53	918.00
12" Corr. Metal Pipe	467	" "	2.79	3.00	1,303.53	1,401.00
18" " " "	1,218	" "	3.95	4.50	4,817.17	5,481.00
24" " " "	158	" "	5.66	6.50	893.68	1,027.00
24" Corr. Metal Pipe, Extra Strength	212	" "	6.65	8.20	1,410.28	1,738.40
36" Corr. Metal Pipe	330	" "	10.57	12.40	3,489.48	4,092.00
36" Half Round Corr. Metal Pipe	966	" "	6.54	9.00	6,314.25	8,694.00
12" Perf. Metal Pipe, Corr.	444	" "	2.84	3.40	1,261.75	1,509.60
18" Corr. Metal Pipe End Section, Coated	3	Each	29.68	60.00	89.03	180.00

State Highway Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Salvage Culvert Pipe	69	Lin. Ft.	$0.53	$2.50	$ 36.78	$ 172.50
Corr. Metal Sight Posts	110	Each	2.57	7.00	282.87	770.00
2½"-0 Rock in Base	33,615	Cu. Yd.	1.57	2.30	53,012.63	77,314.50
3/4"-0 Rock in Base	8,628	" "	2.34	2.75	20,204.30	23,727.00
Sprinkling	2,576	M/Gal.	2.08	2.00	5,359.65	5,152.00
*Class "B" Asphaltic Concrete	18,625.415	Ton	5.51	6.90	102,707.91	128,515.36
*Aggregate in Shoulder Oiling	1,542	Cu. Yd.	2.34	5.30	3,613.90	8,172.60
*150-200 Asphalt in Shoulder Oiling	95.82	Ton	40.66	45.00	3,895.92	4,311.90
PA #1, Stock Fence	381	Rod	4.50	5.85	1,716.83	2,228.85
PA #1, 12' Galv. Gate	3	Each	34.57	65.00	103.73	195.00
PA #2, 48" Corr. Metal Pipe	344	Lin. Ft.	15.67	19.85	5,388.86	6,828.40
PA #3, Stock Fence	688	Rod	5.73	5.85	3,945.65	4,024.80
PA #3, 12' Galv. Gates	4	Each	34.94	65.00	139.78	260.00
PA #4, 18" Spec. Sec. Corr. Metal Pipe	2	"	94.46	100.00	188.93	200.00
*PA #5, RS-1 Asphalt in Fog Coat	13.67	Ton	78.43	97.15	1,072.23	1,328.04
*PA #6, 150-200 Asphalt in Seal	122.63	"	43.76	45.00	5,366.08	5,518.35
*PA #6, Haul and Place ½"-¼" Aggregate	986	Cu. Yd.	1.36	3.45	1,341.72	3,401.70
*PA #6, Furnish and Place ¼"-#10 Aggregate	350	" "	1.79	5.30	614.62	1,855.00
PA #7, Purchase Excess 2½"-0 Crushed Rock	4,692	Cu. Yd.	0.85	0.90	4,004.65	4,222.80
PA #7, Purchase Excess 3/4"-0 Crushed Rock	1,741	" "	0.85	0.90	1,485.95	1,566.90
PA #7, Purchase Excess Shoulder Agg. in S.P.	1,155	" "	1.01	0.90	1,171.03	1,039.50
Force Account					50,174.06	57,875.87
Subtotal (Work on Project)					814,651.85	1,103,071.73

* Work done all or in part by Pacific Asphalt Paving Co.

Other Work Done by Contractor

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Aggregate Crushed for Rocky Point-Brush Creek Unit						
Backfill Aggregate	1,788	Cu. Yd.	$0.85	$1.486	$ 1,526.05	$ 2,658.64
3/4"-0 Aggregate in Leveling Course	10,990	" "	0.85	1.486	9,380.02	16,341.41
Class "B" Asphaltic Concrete Aggregate	14,581.68	" "	1.01	1.737	14,784.17	25,901.00
Shoulder Aggregate	1,902	" "	1.01	1.486	1,107.14	1,623.73
Sealing Aggregate	902	" "	1.01	1.486	914.52	1,341.21
Purchase Excess Rock:						
2½"-0 in S.P. at Plant	4,690	" "	0.85	0.90	4,002.33	4,221.00
3/4"-0 " " " "	1,740	" "	0.85	0.90	1,485.71	1,566.00
Shoulder Aggregate S.P. Across Highway	1,155	" "	1.01	0.90	1,171.03	1,039.50
Aggregate Crushed for Frankport-Greggs Creek Unit						
2½"-0 Aggregate at Plant	43,561	Cu. Yd.	$0.85	$1.00	$ 37,179.56	$ 43,561.00
3/4"-0 " " "	7,205	" "	0.85	1.25	6,149.51	9,006.25
Class "B" Asphaltic Concrete Aggregate	11,014.17	" "	1.01	1.437	11,167.01	15,832.73
Shoulder Oiling Aggregate	1,727	" "	1.01	1.50	1,750.97	2,590.50
3/4"-0 Aggregate in S.P.	1,227.9	" "	1.01	2.00	1,244.94	2,455.80
½"-¼" Aggregate in S.P.	1,306.2	" "	1.01	2.00	1,324.32	2,612.40
¼"-#10 " " "	527.2	" "	1.01	2.00	543.50	1,054.40
3/4"-0 Aggregate in S.P. at Greggs Creek	1,034.1	" "	3.08	2.90	3,191.73	2,998.99

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Aggregate Furnished Asphalt Paving Co. for Other State Work						
Class "B" Asphaltic Concrete Aggregate	599.98	Cu. Yd.	$1.01	$1.748	$ 608.31	$ 1,049.22
Other Work					13,190.61	19,888.00
Subtotal (Outside Work)					$ 110,712.43	155,741.68
Total (Project and Outside Work)					$ 925,364.28	$1,258,813.41

	Total Cost	Gross Revenue	Net Profit	% of Gross Revenue
Peter Kiewit Sons' Co. on Project	$713,266.48	$ 992,068.66	$278,802.18	28%
Pacific Asphalt Paving Co.	101,385.37	111,003.07	9,617.70	8%
Total for Project	$814,651.85	$1,103,071.73	$288,419.88	26%
Other Work by Peter Kiewit Sons' Co.	110,712.43	155,741.68	45,029.25	28%
Total All Work	$925,364.28	$1,258,813.41	$333,449.13	26%

Detail of Peter Kiewit Sons' Co. Costs

Labor:

Labor	$359,359.00	
Labor Insurance	24,852.79	
Health and Welfare	4,146.00	
		$388,357.79

Materials:

*6" Perf. Metal Drain Pipe, Coated	1,528	Lin. Ft.	at	$1.03	$ 1,588.00	
*8" Perf. Metal Drain Pipe, Coated	3,600	" "	"	1.53	5,514.76	
*12" Perf. Metal Drain Pipe, Coated	158	" "	"	2.18	345.74	
3/8"-0 Aggregate	1,411	Cu. Yd.	"	1.76	2,496.00	
18" Concrete Pipe	204	Lin. Ft.	"	2.25	459.00	
*12" Corr. Metal Pipe	467	" "	"	2.02	943.02	
*18" " " "	1,218	" "	"	2.88	3,506.58	
*24" " " "	158	" "	"	4.32	682.66	
*24" Corr. Metal Pipe, Extra Strength	212	" "	"	5.63	1,194.13	
*36" Corr. Metal Pipe	330	" "	"	8.74	2,883.60	
36" Half Round Corr. Metal Pipe	966	" "	"	4.76	4,596.18	
*12" Perf. Metal Pipe Corr.	444	" "	"	1.18	965.04	
18" Corr. Metal Pipe End Sec. Std.	3	Each	"	2.31	69.30	
Corr. Metal Sight Posts	110	"	"	1.35	148.50	
2½"-0 Aggregate Purchased	1,339	Cu. Yd.	"	1.40	1,874.60	
3/4"-0 " "	1,200	" "	"	1.40	1,680.00	
Fencing Materials					1,359.72	
Gates	7	Each	"	25.00	175.00	
*48" Corr. Metal Pipe	344	Lin. Ft.	"	12.54	4,312.92	
18" End Section	2	Each	"	81.00	162.00	
90' x 1-1/8" Winch Lines	2	"	"	70.23	140.46	
Chockers	3	"	"	21.54	64.62	
24" Half Round	60	Lin. Ft.	"	2.46	147.60	
Reinforcing Steel	262	Lb.	"	0.09	23.50	
Reinforcing Steel	330	"	"	0.145	47.85	
#9 Wire	26	"	"	0.16	4.16	
Lumber					83.76	
Concrete Aggregates	15	Cu. Yd.	"	4.20	63.00	
Type 1 Cement	100	Bbl.	"	5.70	59.85	
Staples	10	Lb.	"	0.20	2.00	
Woven Wire	2	Rolls	"	13.46	26.92	
Barbwire	¼	Roll	"	9.23	2.31	
Fence Posts	25	Each	"	0.25	6.25	
Cement	20	Sacks	"	1.75	35.00	
Paint Supplies					25.04	
						35,689.18

Equipment Rentals and Misc. Expense:

Equipment Rental (Owned)	$282,071.22	
" " (Hired)	11,204.00	
Gas, Oil and Grease	45,261.00	
Bond	5,905.00	
Explosives	2,710.54	
P.L. and P.D. Insurance	4,709.30	
Move In Freight	10,841.00	
Small Tools	8,163.54	
Home Office and General Overhead	29,066.34	
		399,931.94
Total Cost		$823,978.91

* Includes bands.

Work Done by Peter Kiewit Sons' Co.

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$50,774.34	$52,000	$ 50,744.34	$ 52,000.00
Struct. Excav., Unclass.	2,747.1	Cu. Yd.	2.28	3.50	6,273.87	9,614.85
General " "	1,217,777	" "	0.33	0.47	396,280.88	572,355.19
Short Overhaul	5,053,876	Yd. Sta.	0.007	0.01	34,991.39	50,538.76
Long "	70,523.4	C-Yd. Sta.	0.28	0.40	19,531.53	28,209.36
Finish R/B & Slopes	2.1	Mile	1,095.29	1,000	2,301.25	2,100.00
Rounding Cutbanks	4,900	Lin. Ft.	0.18	0.20	898.26	980.00
6" Perf. Metal Drain Pipe, Coated	1,528	" "	1.48	2.00	2,269.49	3,056.00
8" Perf. Metal Drain Pipe, Coated	3,600	" "	1.98	2.60	7,152.67	9,360.00
12" Perf. Metal Drain Pipe, Coated	158	" "	2.93	3.50	462.25	553.00
3/8"-0 Backfill in Drains	1,411	Cu. Yd.	5.23	7.50	7,385.59	10,582.50
18" Concrete Pipe	204	Lin. Ft.	4.17	4.50	850.53	918.00
12" Corr. Metal Pipe	467	" "	2.79	3.00	1,303.53	1,401.00
18" " " "	1,218	" "	3.95	4.50	4,817.17	5,481.00
24" " " "	158	" "	5.66	6.50	893.68	1,027.00
24" Corr. Metal Pipe, Extra Strength	212	" "	6.65	8.20	1,410.28	1,738.40
36" Corr. Metal Pipe	330	" "	10.57	12.40	3,489.48	4,092.00
36" Half Round Corr. Metal Pipe	966	" "	6.54	9.00	6,314.25	8,694.00
12" Perf. Corr. Metal Pipe	444	" "	2.84	3.40	1,261.75	1,509.60
18" Corr. Metal Pipe End Sec. Std.	3	Each	29.68	60.00	89.03	180.00
Salvage Culvert Pipe	69	Lin. Ft.	0.53	2.50	36.78	172.50
Corr. Metal Sight Posts	110	Each	3.50	7.00	385.42	770.00
2½"-0 Rock in Base	33,615	Cu. Yd.	1.57	2.30	53,012.63	77,314.50
3/4"-0 Rock in Base	8,628	" "	2.34	2.75	20,204.30	23,727.00
Sprinkling	2,576	M/Gal.	2.08	2.00	5,359.65	5,152.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Aggregate for Class "B" Asphaltic Concrete	14,900.33	Cu. Yd.	$1.01	**$~~1.87~~	$ 15,107.24	$ 34,829.52
**$1.87 Unit Bid per ton, $2.337 Unit Bid per Cu.Yd.						
Aggregate in Shoulders	1,542	" "	1.01	3.50	1,563.37	5,397.00
150-200 Asphalt in Shldrs.	95.82	Ton		2.00		191.64
PA #1, Stock Fence	381	Rod	4.50	5.85	1,716.83	2,228.85
PA #1, 12' Galv. Gate	3	Each	34.57	65.00	103.73	195.00
PA #2, 48" Corr. Metal Pipe	344	Lin. Ft.	15.67	19.85	5,388.86	6,828.40
PA #3, Stock Fence	688	Rod	5.73	5.85	3,945.65	4,024.80
PA #3, 12' Galv. Gate	4	Each	34.94	65.00	139.78	260.00
PA #4, 18" Special Sec. Corr. Metal Pipe	2	"	94.46	100.00	188.93	200.00
PA #5, RS-1 in Fog Coat	13.67	Ton		4.65		63.56
PA #6, 150-200 Asphalt in Seal Coat	122.63	"	1.64	2.00	201.56	245.26
PA #6, Haul and Place ½"-¼" Aggregate	986	Cu. Yd.		0.15		147.90
PA #6, Furnish and Place ¼"-#10 Aggregate	350	" "	1.05	3.50	354.84	1,225.00
PA #7, Purchase Excess Rock:						
2½"-0 in Stockpile	4,692	" "	0.85	0.90	4,004.65	4,222.80
3/4"-0 in Stockpile	1,741	" "	0.85	0.90	1,485.95	1,566.90
Shoulder Aggregate in Stockpile	1,155	" "	1.01	0.90	1,171.03	1,039.50
Force Account					50,174.06	57,875.87
					$713,266.48	$992,068.66

Other Work Done

Aggregate Crushed for Rocky Point-Brush Creek Section

Backfill Aggregate	1,788	Cu. Yd.	0.85	1.486	1,526.05	2,658.64
3/4"-0 Aggregate	10,990	" "	0.85	1.486	9,380.02	16,341.41
Class "B" Asphaltic Concrete Aggregate	14,581.68	" "	1.01	1.737	14,784.17	25,901.00
Shoulder Aggregate	1,092	" "	1.01	1.486	1,107.14	1,623.73

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Sealing Aggregate	902	Cu. Yd.	$1.01	$1.486	$ 914.52	$ 1,341.21
PA #12, Purchase Excess Cr. Rock in Stockpile:						
2½"-0	4,690	" "	0.85	0.90	4,002.33	4,221.00
3/4"-0	1,740	" "	0.85	0.90	1,485.71	1,566.00
Shoulder Aggregate	1,155	" "	1.01	0.90	1,171.03	1,039.50
Aggregate Furnished Fred H. Slate Co. and E. C. Hall Co. for Frankport-Greggs Creek Project						
2½"-0 Aggregate	43,561	Cu. Yd.	$0.85	$1.00	$ 37,179.56	$ 43,561.00
3/4"-0 Aggregate	7,205	" "	0.85	1.25	6,149.51	9,006.25
Class "B" Asphaltic Concrete Aggregate	11,014.07	" "	1.01	1.4375	11,167.01	15,832.73
Shoulder Oiling Aggregate	1,727	" "	1.01	1.50	1,750.97	2,590.50
3/4"-0 in Stockpile	1,227.9	" "	1.01	2.00	1,244.94	2,455.80
½"-¼" in Stockpile	1,306.2	" "	1.01	2.00	1,324.32	2,612.40
¼"-#10 in Stockpile	527.2	" "	1.01	2.00	543.50	1,054.40
3/4"-0 in Stockpile at Greggs Creek	1,034.1	" "	3.08	2.90	3,191.73	2,998.89
Aggregate Sold Asphalt Paving Co.						
Class "B" Asphaltic Concrete Aggregate	599.98	Cu. Yd.	$1.01	$1.748	$ 608.31	$ 1,049.22
Other Outside Work					13,190.61	19,888.00
Total					$823,978.91	$1,147,810.34

Detail of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost	
Move In & Set Up	169,225.46	Cu. Yd.	$10,798.64	$0.063	
Drill & Shoot	"	" "	2,833.62	0.016	
Feed Plant	"	" "	35,449.29	0.209	
Crush	"	" "	80,676.86	0.476	
Stockpile at Plant	"	" "	14,676.25	0.086	
Total Cost at Plant	"	" "	$144,434.66	$0.853	$0.853
Haul & Stockpile A cross Highway	52,400.82	Cu. Yd.	$8,354.47	$0.159	0.159
Unit Cost of Aggregate Across Highway					$1.012

Total crushing plant operating time = 1,522 hours.

Average crush per hour = $\frac{169,225.46}{1,522}$ = 111.1 cu. yd.

Detail of Cost
Pacific Asphalt Paving Company
Brush Creek-Frankport and Rocky Point-Brush Creek Units

Labor:

Labor	$44,202.55	
Labor Insurance	2,568.49	
Health and Welfare	975.07	
		$ 47,746.11

Materials:

150-200 Asphalt	405.07	Ton at	$20.40	$ 8,263.43	
Freight on 150-200 Asphalt	405.07	" "	9.699	3,929.02	
85-100 Asphalt	1,353.44	" "	20.69	28,010.79	
Freight on 85-100 Asphalt	1,353.44	" "	11.008	14,899.73	
85-100 Asphalt	697.57	" "	20.87	14,560.27	
Freight on 85-100 Asphalt	697.57	" "	10.999	7,672.77	
RS-1 Emulsion	28.68	" "	23.10	662.50	
Freight on RS-1 Emulsion	28.68	" "	13.70	392.91	
Heating Oil				11,632.83	
					90,024.25

Equipment Rentals and Misc. Expenses:

Equipment Rentals (Owned)	$29,209.21	
" " (Hired)	12,452.05	
Gas, Oil and Grease	8,176.25	
Bond	1,767.63	
Insurance, Interest and Misc. Expense	2,581.17	
Permits	2.00	
Move In Freight	2,747.26	
Lumber	74.42	
Travel Expense	288.81	
Small Tools	201.14	
Phone	581.47	
Field Office	672.62	
Home Office and General Overhead	6,202.01	
		65,056.04
		$202,826.40

Items Done by Pacific Asphalt Paving Co.
Brush Creek-Frankport

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Mix, Haul & Place Class "B" Asphalt	18,625.415	Ton	$ 4.704	$ 5.03	$ 87,600.67	$ 93,685.84
Aggregate in Shoulder Oiling	1,542	Cu. Yd.	1.34	1.80	2,050.53	2,775.60
150-200 Asphalt	95.82	Ton	40.66	43.00	3,895.92	4,120.26
PA #5, RS-1 in Fog Coat	13.67	"	78.43	92.50	1,072.23	1,264.48
PA #6, 150-200 in Seal Coat	122.63	"	42.11	43.00	5,164.52	5,273.09
PA #6, Haul & Place ½"-¼"	986	Cu. Yd.	1.36	3.30	1,341.72	3,253.80
PA #6, Haul & Place ¼"-#10	350	" "	0.74	1.80	259.78	630.00
					$101,385.37	$111,003.07

Detail of Paving Costs
Brush Creek-Frankport and Rocky Point-Brush Creek Sections

	Quantity	Unit	Total Cost	Unit Cost Brush Cr.	Unit Cost Rocky Pt.
Move In & Set Up	36,852.515	Ton	$11,082.69	$0.300	$0.300
Feed Plant	"	"	6,662.93	0.181	0.181
*Mix	"	"	121,738.00	3.303	3.303
Pave	"	"	17,979.58	0.487	0.487
Flag	"	"	3,023.84	0.083	0.083
Haul to Brush Creek-Frankport	18,625.415	"	6,524.24	0.350	
Haul to Rocky Point-Brush Creek	18,227.1	"	10,042.34		0.557
			$177,053.62		
Cost of Class "B" Asphaltic Concrete for Brush Creek-Frankport Unit				$4.704	
Cost of Class "B" Asphaltic Concrete for Rocky Point-Brush Creek Unit					$4.91

* Aggregate for asphaltic concrete furnished by Peter Kiewit Sons' Company.
* Includes asphalt and freight.

Total Operating Hours = 348 Hours

Average Tons Produced per Hour = 36,852.515 ÷ 348 = 105.9 Tons

Remarks:

This was a regular "Federal Aid Project" located in Curry County on the Oregon Coast Highway. The north end of the project was approximately 9.5 miles south of the city of Port Orford and the south end of the project was approximately 15.7 miles north of the city of Gold Beach. The overall length of the project was 5.14 miles.

The work to be done under this contract consisted of the construction of 2.1 miles of highway roadbed, 5.1 miles of rock base, 5.1 miles of asphaltic concrete pavement, the construction of a Type 0-11 wearing surface on the highway shoulders and such additional and incidental work called for in the plans and specifications.

The project was bid and awarded to Peter Kiewit Sons' Co. on May 18, 1953; the project was completed on August 1, 1955 and accepted by the Oregon State Highway Commission on November 3, 1955.

The contractor began moving in on June 1, 1953 and started clearing on the project in the Arizona Inn slide area on June 8, 1953, using two power saws, two D-8 caterpillar tractors with clearing blades, one D-6 caterpillar tractor with a bulldozer blade and eighteen men. The clearing crew was increased as more equipment was brought in to five caterpillar tractors and twenty-four men. This crew worked in this area until the area was cleared in July, at which time the crew was reduced to one D-8 cat and one D-6 cat and fifteen men. This crew completed the clearing during the week ending October 24, 1953.

During the week ending June 20, 1953 the contractor began bringing in his grading equipment, consisting of 1-3/4 cu. yd. B-E shovel with dragline attachment, one complete conveyor setup, consisting of one 124-foot conveyor 36 inches wide, one 400-foot conveyor 36 inches wide, one 40-foot conveyor 36" wide feeder conveyor, one 7½ H.P. motor, one 100 H.P. motor and caterpillar D-17000 engine with a 125 KW generator unit, twelve D-8 caterpillar tractors, one HD-20 tractor, five No. 80 scrapers, four DW-20's, one 80-D Northwest shovel, six 17 cu. yd. Euclid trucks, two #12 caterpillar motor graders, six pickup trucks, two grease trucks, one boom truck and other necessary equipment to complete the project.

The contractor used a conveyor system to carry the waste material from the Arizona Inn slide area to the disposal area where it was spread with a D-8 caterpillar dozer with a "U" blade. The conveyor was fed by D-8 cats with scrapers varying in number from 2 to 6 using two D-8 tractors with bulldozer blades as pushers and one D-8 tractor with bulldozer pulling a ripper. This operation began on August 2, 1953 and continued until November 23, 1953, at which time the operation was closed down for the winter. At times the contractor had trouble feeding the conveyor as the material was very wet and adhesive. As the clearing progressed the contractor opened up the other cut areas utilizing the grading equipment not used on the slide area.

During the shutdown period the contractor dismantled the conveyor and moved it out.

On April 20, 1954 the contractor began operation again in the Arizona Inn slide area hauling to the disposal area with cats and cans. As the season progressed he put to work the rubber-tired equipment, completing the grading during the week ending August 7, 1954.

Remarks (Cont'd):

The contractor moved into the state-designated quarry opposite Station 513+00 and began setting up his three-crusher plant on March 20, 1954. He began crushing on April 27, 1954. The contractor was able to feed the plant by pushing the material to the feeder with a D-6 dozer. He used a D-8 cat with bulldozer and ripper to push the material to the feeder.

At this setup the contractor crushed out the aggregate for his two projects (Brush Creek-Frankport and Rocky Point-Brush Creek) and the Frankport-Greggs Creek unit as the source designated for the latter proved unsatisfactory.

All crushing was completed on October 25, 1954. The contractor began placing 2½"-0 base material on the road during the week ending August 14, 1954. This work was accomplished by using a 7½ cu. yd. shovel with a 3 cu. yd. bucket to load from stockpile, seven 8 cu. yd. hired trucks hauling and a #12 motor grader spreading. This was completed on August 27, 1954. He started placing 3/4"-0 immediately using the same loading and hauling equipment. The material was processed by using a #12 caterpillar motor grader, a 10-ton, 3-leg roller and 1,200-gal. water truck when necessary.

The subcontractor, Pacific Asphalt Co., on paving began moving in and setting up of its 4,000-batch paving plant on September 20, 1954.

The paving equipment consisted of the paving plant and its components, a Barber-Greene paver, #12 caterpillar grader, one 10-ton, 3-leg roller and one tandem roller and other necessary equipment.

The subcontractor began paving on October 7, 1954. He placed two lanes of the base course throughout the project and then closed down the operation on October 16, 1954 for the winter.

The principal contractor began operations again on May 9, 1955 preparing the unpaved grade for paving, and the paving contractor began paving on the project on May 26, 1955. He paved on this project until June 6, 1955, at which time he moved to the Rocky Point-Brush Creek Unit. On June 30, 1955 he returned to the project and completed all paving on July 13, 1955.

During the final week of paving the subcontractor got the shoulders ready for oiling and made ready for placing the seal coat. He completed all work on the project on August 1, 1955.

The principal contractor, having excellent equipment, good supervision and good bid prices, made an excellent profit.

The subcontractor, having good equipment, supervision and fair bid prices, made a fair profit.

F. W. Sugnet
Cost Analyst

RECEIVED
FEB 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 20, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3980	22 Post-Final	Peter Kiewit Sons' Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2657	R-243484	$ 6,029.20	2/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Aug. 1, 1955

Completion Date: Aug. 1, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: A claim is on record filed by Standard Oil Co.of Calif. in sum of $2,221.01.

Remarks:

Date: 2-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

gl

2

RECEIVED
FEB 10 1956
FOR FILING

RF4934

3980

February 9, 1956

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Employers Reinsurance Corp.
P. O. Box 2088
Kansas City 42, Mo.

Gentlemen:

Please be advised that the State Highway Commission will release a post final payment to Peter Kiewit Sons' Company in connection with contract No. 3980, covering the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County. This post-final payment is in the amount of $6,829.20 and will be released as soon as the warrant is received from the Secretary of State.

The revised total amount is $1,103,071.73, of which amount $57,875.87 represents force account items.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

P.S.
A claim filed by Standard Oil Company of California in the amount of $2,221.01 has not been released in this office.

NOTED ON CARD

RECEIVED
NOV 14 1955
FOR FILING

BF-124 (4)
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 19, 1955

3980	21-Final	Peter Kiewit Sons' Co.	
(VOUCHER NO.)	(EST. NO.)	(CONTRACTOR)	
21034	R-134390	$ 32,817.87	10/19/55
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Aug. 1, 1955 without penalty

Completion Date: Aug. 1, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of r ecord

Claims: ~~[illegible]~~ A claim ~~filed~~ by Standard Oil Co.of California has been filed with Sec. of State in sum of $2,221.01. No Surety hold.

Remarks:

Date: 11-8-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 7 1955
FOR FILING

[illegible]

[illegible]

October 6, 1955

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Employers Reinsurance Corporation
Dawson & Peek, Inc.
Artic Bldg.
Seattle 4, Washington

Gentlemen:

State Highway Contract No. 3980 for work performed on the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County was completed by the contractor, Peter Kiewit Sons' Co., on August 1, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $32,817.87 will be released to the contractor after acceptance by the Commission. The total contract amount is $1,096,242.53, of which amount $57,875.87 represents force account items.

There is a claim filed against this project by the Standard Oil Company of California, covering petroleum products in the sum of $2,221.01, of which you have been previously notified.

We are sending you this notice as you appear as cosureties on the performance bond furnished by the contractor on the above project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomasseno & Sons

NOTED ON CARD

B

RECEIVED
OCT 4 1955
FOR FILING

BF-124(11)

3980

FORM E-123 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 4, 1955

Peter Kiewit Sons' Co.
8th & Douglas Sts.
Longview, Washington

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from September 30, 1954 to and including August 1, 1955 within which to complete your contract No. 3980, covering the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

George A. Barnhart,
Resident Engineer

H. G. Smith,
Construction Engineer

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SEP 15 1955
FOR FILING

KF-[illegible]
27[illegible]

b

September 14, 1955

Request for extension of time
No. 11
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Peter Kiewit Sons' Company for an extension of time on the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway, Contract No. 3980, from September 30, 1954 to and including August 1, 1955.

Heavy rains last fall and the fact that this project had to be coordinated with other contracts in the immediate area necessitated the overrun in time. The contractor did his best to complete, and it is my belief that the noncompletion was not his fault.

I recommend that the extension be granted without penalty and Mr. C. G. Polk of the Bureau of Public Roads concurs in that recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt 1g

September 1, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Brush Creek - Frankport Contract No. 3940, Oregon F-128(4) from September 30, 1954, to and including August 1, 1955, to Peter Kiewit Sons' Company, Contractor.

Heavy rains last fall and the fact that this project had to be co-ordinated with other grading and paving projects in the area necessitate the overrun in time.

The contractor endeavored to complete it within the specified time. It is my recommendation that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

6

RECEIVED
SEP 1 - 1955
FOR FILING

August 31, 1955

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons Company in connection with contract No. 3980, covering the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County.

This payment, in the amount of $822.60, will be released to the contractor on or after September 10, 1955. The retained percentage is $32,889.42.

There is a claim filed against this project by the Standard Oil Company of California for petroleum products in the sum of $2,221.01, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dawson & Peck, Inc.
409 Equitable Bldg.
Portland 4, Oregon

C. A. Tomassens & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

RECEIVED
AUG 30 1955
FOR FILING

[illegible]
[illegible]

August 29, 1955

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons Company a portion of the funds heretofore retained by the Commission on contract No. 3980, covering the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County.

This payment in the amount of $81,185.03 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $32,863.98. The present payment will be released on or after September 8, 1955.

There is a claim filed against this contract by the Standard Oil Company of California for petroleum products in the sum of $2,221.01, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dawson & Feek, Inc.
409 Equitable Bldg.
Portland 4, Oregon

C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

3F-124(4)

Form E-1-10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Unit	Brush Creek-Frankport	For Week Ending	August 20, 1955
Section	Rocky Point-Gold Beach	Kind of work	Grading and Paving
Highway	Oregon Coast	Section prefix	8-1009
Contractor	Peter Kiewit Sons' Co.	Contract number	3980
Date of contract	June 29, 1953	Date of completion	Sept. 30, 1954
Date work started	June 8, 1953	Estimated date of completion	August 1, 1955
Project authorization	$1,175,286.38	Per cent of time elapsed	167.7 %
Exclusive of Engineering	$1,091,710.46		

Estimated cost of completed project, exclusive of engineering . . . $1,129,908.72

Per cent of contract completed, based on total contract price . . . 100 %

Engineering authorization . . . $83,575.92

Engineering cost to date $70,000, 83.8 (6.20)%

Date project was completed August 1, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final estimate is being taken to Roseburg to-day, Friday August, 19

Final Weekly Report

NOTED
N. G. SMITH

OSCAR CUTLER

Station		On Plans	As Staked	Remeasure
574+50 to 691+25	Exc.	1,027,495	1,188,323	1,217,777
574+50 to 691+25	Emb.	417,470	424,379	415,878

NOTED
W. T. WRIGHT

Signed Resident Engineer

Address P. O. Box 551, Gold Beach, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

Shoulders

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.10	5.01		5.01	5.01
Miles partially completed					
Miles completed	2.10	5.01		5.01	5.01
Total ~~estimated~~ quantities	1,217,777	42,243			18,625 T.
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
AUG 10 1955
FOR FILING

2F

3980

8

August 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 1, 1955 on Contract No. 3980, Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section, in Curry County, in connection with Federal Aid Project No. BF-124(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

cc: John Cattrell

RECEIVED
JAN 25 1955
FOR FILING

BF-124 (4)

Lewis

January 17, 1955

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Missouri

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Standard Oil Company of California against Peter Kiewit Sons' Company. The claim is for $2221.01 for petroleum products furnished on the Brush Creek-Frankport Unit of the Oregon Coast Highway in Curry County; our Contract No. 3980.

From information that we have, it appears that a previous claim filed in this same amount against Contract No. 4057, being the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County was in error, and that it was intended that the claim be filed against this contract, No. 3980. This information is provided as your Company appears as surety on the performance bond furnished with Contract No. 3980.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FA :mm

cc: Employers Reinsurance Corporation
C. A. Tomassene & Sons
Peter Kiewit Sons' Company

Att.

NOTED ON CARD
JL

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND 4, OREGON
BEACON 8191

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WILLIAM J. MOSHOFSKY
JAMES H. CLARKE
WAYNE HILLIARD
JOSEPH LARKIN
JAMES R. BJORGE
JAMES C. INGWERSEN

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 - 1950

January 13, 1955

REGISTERED MAIL - RETURN RECEIPT REQUESTED

Honorable Earl T. Newbry,
Secretary of State,
State of Oregon,
Salem, Oregon.

Re: Notice of Claim on Highway Contract No. 3980.

Dear Sir:

Enclosed herewith is Notice of Claim by Standard Oil Company of California in the amount of $2,221.01, with interest at the rate of 6% per annum from October 5, 1954, against the bond taken from Peter Kiewet & Sons as principal and Central Surety & Insurance Corporation of Kansas City, Missouri and Employers Reinsurance Corporation as co-sureties. Said bond was taken in connection with the Brush Creek - Frankport section of Highway No. 101, Curry County, Oregon, Contract No. 3980.

The indebtedness to Standard Oil Company of California is the same indebtedness involved in the claim which was sent to you on December 10, 1954. However, it appears that Standard Oil Company of California was misinformed and that the petroleum products were used on Contract No. 3980 rather than Contract No. 4057 involving the Rocky Point - Brush Creek section of Highway No. 101.

A copy of this letter and an executed counterpart of the claim is also being sent the State Highway Commission.

Very truly yours,

Enclosures

KOERNER, YOUNG, McCOLLOCH & DEZENDORF

cc - Oregon State Highway
Commission, Salem,
Oregon

RECEIVED
JAN 14 1955
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: THE STATE OR OREGON AND ITS STATE HIGHWAY COMMISSION

NOTICE IS HEREBY GIVEN that Standard Oil Company of California has a claim in the amount of Two Thousand Two Hundred Twenty-one and 01/100 ($2,221.01) Dollars, together with interest thereon at the rate of six (6%) per cent per annum from October 5, 1954 against the bond taken from Peter Kiewit & Sons, on which bond the Central Surety & Insurance Corporation of Kansas City, Missouri and Employers Reinsurance Corporation are co-surety, and which bond was taken in connection with the construction, relocation, reconstruction or repair of that certain portion of Highway No. 101 known as the Brush Creek - Frankport Section, Curry County, Oregon, Contract No. 3980.

The Claim of Standard Oil Company of California is based upon materials, namely, petroleum products, supplied and delivered by it to Vancel Welch of Reedsport, Oregon, a subcontractor of Peter Kiewit & Sons on said work, and the said materials were supplied to Vancel Welch in the performance of the contract in connection with which said bond was taken.

Dated at Portland, Oregon, this 12th day of January, 1955.

STANDARD OIL COMPANY OF CALIFORNIA

By E. A. HRDLICKA
Regional Credit Manager

ENDORSED
File No. 3469
Filed January 14, 1955
EARL T. NEWBRY, Secretary of State

RECEIVED
JAN 25 1955
FOR FILING

BF - 124(4)
3980

Lewis

January 17, 1955

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Attention: Geo. C. Stephens
Clerk, Records Division

Dear Sir:

Thank you for your letter of January 14 to which was attached three copies of a claim filed with your office by Standard Oil Company of California against Peter Kiewit Sons Company.

This claim is in the sum of $2,221.01 for petroleum products supplied on State Highway Contract No. 3980; your File No. 3469.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Jan. 14, 1955

3980

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date an amended notice of claim by Standard Oil Company of California in the sum of $2,221.01, against the bond taken from Peter Kiewit & Sons, Principal, and Central Surety & Insurance Corporation and Employers Reinsurance Corporation, co-sureties. This amended claim is being placed on file with the original one, file No. 3469.

We are enclosing three copies for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

NF:M
Enc.

RECEIVED
JAN 17 1955
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JAN 4 - 1955
FOR FILING

BF-124(4)

Lewis

December 30, 1954

Central Surety & Insurance Corporation
P. O. Box 207
Kansas City 10, Missouri

Employers Reinsurance Corporation
P. O. Box [illegible]
Kansas City 42, Missouri

Gentlemen:

A letter has been received from Koerner, Young, McColloch & Dezendorf, 800 Pacific Building, Portland 4, stating that Standard Oil Company of California has a claim for petroleum products in the sum of $[illegible],2[illegible]1.01 against Peter Kiewit Sons' Company on State Highway Contract No. [illegible] for grading and paving the [illegible] Unit of the Oregon Coast Highway in Curry County.

We provide this information as your companies appear as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Lloyd Avery, Assistant Secretary

[illegible]

cc - C. A. [illegible] & Sons
1002 Cascade Building
Portland 4, Oregon

Peter Kiewit Sons' Company
8th and Douglas Streets
Longview, Washington

Lewis

RECEIVED
JAN 4 - 1955
FOR FILING

BF - 124 (4)
3980

December 30, 1954

Koerner, Young, McColloch & Dezendorf
Attorneys at Law
800 Pacific Building
Portland 4, Oregon

Attention: Herbert H. Anderson

Gentlemen:

This letter is in reply to yours of December 28 concerning a claim which Standard Oil Company has against Peter Kiewit Sons' Company in the sum of $2,221.01 on Contract No. 3980.

The Central Surety and Insurance Corporation and the Employers Reinsurance Corporation are co-surety on this contract, the agent being C. A. Tomassene and Sons, 1002 Cascade Building, Portland 4.

The contract has not yet been completed nor accepted by the State Highway Commission.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

NOTED ON CARD

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND 4, OREGON
BEACON 8191

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WILLIAM J. MOSHOFSKY
JAMES H. CLARKE
WAYNE HILLIARD
JOSEPH LARKIN
JAMES R BJORGE
JAMES C. INGWERSEN

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 - 1950

December 28, 1954

3980

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Standard Oil Company of California has a claim for petroleum products furnished in the sum of $2,221.01 against the bond taken from Peter Kiewit Sons Co. and its surety for the work in connection with Contract No. 3980 involving the Brush Creek - Frankport section of Highway No. 101 in Curry County, Oregon.

Will you kindly advise us the name of the surety on the performance bond taken in connection with the above contract. Will you also advise us whether the above work has been completed and accepted by the State Highway Commission and if accepted, the date of acceptance.

Very truly yours,

Herbert H. Anderson

RECEIVED
[illegible] 1954
[illegible] COMMISSION

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER
COOS BAY
BF-124(4)
M. K. McIVER
PORTLAND
316
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
ROSEBURG, OREGON

October 1[illegible], 1954

Peter Kiewit Sons' Company
P. O. Box 309
Longview, Washington

Attention: Mr. [illegible] Miller

Dear Mr. Miller:

Your letter of October 13 directed to Mr. [illegible]rnhart, with respect to the Brush Creek-Frankport Unit of the Oregon Coast Highway, has been forwarded to me.

As discussed with you by phone last week, I direct your attention to page ? of the Special Provisions of your contract which establishes a completion date not later than September [illegible], 1954. Had your project been completed on time none of the points brought out in your letter would have been of any concern.

Obviously, parts of the project must be travelled during the present winter. Therefore, in the best interests of all concerned, we have attempted to provide a surface which will protect to the greatest possible extent the base which you have placed. It is our feeling that no serious or undue damage will occur, and it is our further feeling that any slight inconvenience to which you may be placed because of the installation of the necessary traffic safeguards is in the nature of a self-imposed penalty, due to your failure to complete the project within the specified time limit.

With respect to the last paragraph of your letter, we have had the matter of placing of asphaltic concrete after October 15, 1954, under advisement, and we have received permission from Mr. Baldock to continue paving to and including October 20th, or to and including the time when two lanes may be paved from Frankport to Brush Creek and for approximately fifty (50) stations in the vicinity of Rocky Point which we understand will be completed on or about October 20th.

Very truly yours,

[illegible] Edwards
Division Engineer

[illegible]
cc: [illegible]

October 13, 1954

Mr. Geo. A. Barnhart, Resident Engineer
Oregon State Highway Commission
Gold Beach, Oregon

Re: Brush Creek- Frankfort Unit
Rocky Point - Gold Beach Section
Contract 3980
Serial Letter M-1

Dear Sir:

On my last visit to your job there were several things being done which I feel should
be noted.

We are proceeding to install sight posts in accordance with your verbal request.
In view of the fact that isbeing performed contrary to the specifications under which
the job was bid, we request that you give consideration to any additional costs
which occur in placing shoulder gravel and shoulder oiling.

Under seperate contract guard railing is being installed by another contractor.
We feel that this railing will interfere with the shoulder gravel and oil as same
as the sight posts.

It is our understanding that you intend to place the base course of Class B Asphaltic
Concrete completely throughout the project prior to placing the Wearing Course.
If traffic is routed over this base course we feel that the 2 inch thickness is
inadequate to carry the loads that will be imposed on it. We expect to be compen-
sated for any patching that might occur. In the event that traffic is routed through
the project we will have to be compensated for any flaggin necessary beyond what
was anticipated when we bid the job. Traffic likewise will retard the placing of
asphalt due to truck delays and interference, for which we expect compensation.

We understand that it is contrary to Mr. Baldock's directive to place any Asphalt
Concrete after October 15, 1954. We request that we be allowed to place the mix
after that date providing weather will permit.

Yours very truly,

PETER KIEWIT SONS' CO.

By, ____________________
R. D. Miller

cc: Longview
Job
Pacific Asphalt Paving Co.

Rec. 10-15-54

RECEIVED

FOR FILING

FORM 2-80X 37/1 5-54 73730

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The sub-contract between Peter Kiewit Sons' Company and the Pacific Asphalt Paving Company covering Items 29 to 36, inclusive, on the Brush Creek-Frankport Contract No. 3980, Oregon BFI-124 (4), is approved, and you may so inform the interested parties.

This sub-contract is based upon the proviso that the prime contractor furnish all necessary crushed materials in stockpile.

Four copies of the sub-contract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc W. C. Williams
2 - C. G. Polk

RECEIVED
[illegible]
FOR FILING

4696

December 7th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

In reply to your letter of December 1st, 1953, with reference to equipment rental rates on Extra Work Order No. 2, Oregon Project BF-124(4), Brush Creek-Frankport Unit.

The equipment rental rates used on force account work are established by the Oregon State Highway Department and the Associated General Contractors. These rates are for fully-operated equipment and are well below the rates asked by equipment dealers and owners who have equipment for lease. We experience considerable difficulty in trying to rent equipment for emergency maintenance work (slide removal etc.) at our force account rates, as the equipment owners think our rates are too low.

The five percent allowed the contractor is in accordance with the Oregon State Highway General Specifications, Section 8-5, and is understood to be compensation to the contractor for all superintendence, use of tools and small equipment, overhead expense, bond, insurance, indirect cost and losses of all kinds and all other items of cost not specifically provided for.

I believe that the equipment rental rates we use on force account work are fair rates both to the State and to the contractor.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

R

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

No. 4696
By

ASSIGNMENT

Date: December 2, 1953

Description: Letter of December 1 by C. G. Polk regarding work order on Brush Creek-Frankport Unit dated November 16

Acknowledged by _____ Referred to ___Clymer_________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply _______ signature
Please prepare for ______________________________

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed 12-7-53 Report received ________

Remarks:

IGHWAY BLDG.
ON
OREG

OTED
WILLIAMS

It is noted that the rates shown are $23.95 per hour for a 2-1/2 cu. yd. shovel and $13.35 for a D-8 dozer. These rates correspond to those shown in your schedule of June 17, 1953 as maximum rates. In addition, it is noted that a 5% increase is to be allowed on equipment rental, presumably to allow for a reasonable profit.

The question arises, has not the reasonable profit been taken into account in the establishment of "maximum rental rates?"

Clarification of this point will assist us in processing subject and future work orders.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 1, 1953

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project RF-124(4), Brush
Creek-Frankport Unit - Extra Work
Order No. 2

Dear Sir:

Reference is made to subject work order dated November 16, 1953.

It is noted that the rates shown are $23.95 per hour for a 2-1/2 cu. yd. shovel and $13.35 for a D-8 dozer. These rates correspond to those shown in your schedule of June 17, 1953 as maximum rates. In addition, it is noted that a 5% increase is to be allowed on equipment rental, presumably to allow for a reasonable profit.

The question arises, has not the reasonable profit been taken into account in the establishment of "maximum rental rates?"

Clarification of this point will assist us in processing subject and future work orders.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
NOV 30 1953
FOR FILING

FF-124(4)
[illegible]

November 25, 1953

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering removal of slide and resloping cut on the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section in Curry County, Contract No. 3980, in connection with Federal Aid Project No. FF-124 (4).

This slide occurred between Stations 577 and 582. The construction plans call for a 1:1 slope. It is now necessary to move the slide material, flatten and reshape the slope.

This was emergency work and has been started.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:tp

Encl.

RECEIVED
JUL [illegible] 1953
FOR FILING

[illegible]

[illegible]

July 24, 1953

Peter Kiewit Sons' Company
8th & Douglas Streets
Longview
Washington

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3930, which was awarded to you on June 29, 1953 by the State Highway Commission, covering grading and paving on the Brush Creek-Frankport Unit of the Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

EIVED
1953
FILING

F - 124(4)

[illegible]

July 8, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 8, 1953 on Contract No. 3930, Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section, of the Oregon Coast Highway in Curry County, in connection with Federal Aid Project No. EF-124 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
FOR FILING

PF-124(4)

3980

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1953

SUBJECT: Brush Creek-Frankport
Oregon Coast Highway
Curry County

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

The last condemnation complaint on this project will be filed today. As far as this department is concerned the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
JUL 2 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

EF-124(4)

316

June 29, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project EF-124(4), Brush Creek-Frankport Unit of the Oregon Coast Highway, we hereby concur as of this date in award of Contract No. 3980 to Peter Kiewit Sons Co. of Longview, Washington, low bidder in the amount of $984,239.00 at the May 18, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
COMMISSION

RECEIVED
JUN [illegible] 1953
FOR FILING

F 124(4)

3110

June 29, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Brush Creek-Frankport Section of the Oregon Coast Highway in Curry County, Project HF-124 (4), to the Peter Kiewit Sons' Co. of Longview, Washington, on the basis of the bid of $984,239 submitted on May 18, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

FF-104(1)

3980

AGENDA
JUL 22 1953

4:a

June 29, 1953

Peter Kiewit Sons' Co.
Box 491
Longview, Washington

Gentlemen:

The State Highway Commission on May 18 accepted your proposal to perform grading and paving work on the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County for the sum of $984,239.00, and on the same day awarded Contract No. 3980 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

mc

cc - W. M. Franzwa
H. G. Smith
S. H. Probert
Goldie Lewis

agenda
for confirmation

S+C

RECEIVED
MAY [illegible] 1953
FOR FILING

PF-184

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		LETTER TELEGRAM	
VICTORY LETTER		SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 29, 1953
3:15 p.m.

Peter Kiewit Son's Co.
Longview, Washington

The State Highway Commission today received satisfaction of condition governing award to you of contract for Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of Oregon Coast Highway in Curry County for which you submitted low bid on May 18. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

The location of this project has been given very thorough study and investigation and our conclusions have had the benefit of all the experience and technical talent we have been able to muster. We are therefore loath to, at this time, consider changes to reduce construction cost when such changes might result in serious impairment of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
MAY 1953
FOR FILING

BF-124(1)

[illegible]

May 12, 1953

BF 124(1)

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 6, concerning the Brush Creek-Frankport Section, Project BF-124 (1), and suggesting the possibility of shifting the center line, Station 578 ahead, to eliminate some of the 523,000 yards of waste excavation between Stations 574 and 595.

Between Stations 574 and 595, where the excess excavation occurs, the position of the line is controlled by an enormous slide. Elsewhere on the project the excavation and embankment are balanced.

The heavy excavation at the slide has been made to relieve the slide of much of its weight and to at the same time open the slide to more effective drainage. Only in this manner can we hope to stabilize the slide and provide a permanent foundation for the road. We believe that the excavation proposed is the minimum that will assure stability and we are unwilling to jeopardize the entire investment by shifting the line to reduce quantities.

Elsewhere than at the slide, the line is well balanced as between excavation and embankment. Embankments are as large and as extensive as can safely be built on the steep slopes traversed. To shift the line away from the ground support to save excavation and to provide a place to put waste material from the slide would, in our opinion, be most unwise, particularly in view of the unstable character of the materials available from the slide.

The location of this project has been given very thorough study and investigation and our conclusions have had the benefit of all the experience and technical talent we have been able to muster. We are therefore loath to, at this time, consider changes to reduce construction cost when such changes might result in serious impairment of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 6, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. plans for Project BF-124(4), Brush Creek-Frankfort Section of the Coast Highway indicate that between stations 574 and 595, 523,000 cubic yards of excavation, roughly half of the total excavation on the project, is to be wasted. It is realized that the fill, stations 614-623 may control grade elevations but since alignment is winding no reason is evident as to why centerline station 578 ahead could not be shifted downhill to eliminate some, if not all, waste.

Before recommending the project to the Division Engineer, we desire your reasons justifying the design submitted.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

[illegible] FILING

BF-124(4)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-124(4), Brush Creek-Frankport Unit of the Oregon Coast Highway are being forwarded to the Division Office today.

Due to the unusual character of this project, which involves the excavation and wasting of a large quantity of material through a slide area, we are not prepared, upon the basis of information now in our hands, to recommend approval of the documents. Approval must come from higher offices and our authorization to advertise for bids is hereby given, subject to ultimate approval of the P. S. and E. and subject to such changes as may be required by higher offices.

Concurrence in award of contract will be withheld pending approval of the P. S. and E. documents and pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAY 14 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

BF-124(4) Brush Cr.-Frankport Unit, 1953
Oregon Coast Hwy.
#3981

RECEIVED
MAR 13 1955
FOR FILING

BF-124(1)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 16, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3981	13 Post Final	Babler Brothers, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4914	R-117960	$ 400.00	3/16/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **April 30, 1954**

Time Extensions: **to July 29, 1954 without penalty**

Completion Date: **July 23, 1954**

Date Accepted: **Sept. 23, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-17-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 17 [illegible]

Ruth Rawlings

NOTED ON CARD

BF-24(4)

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 23, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3981	12-Final	Babler Brothers, Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
3109	B-116123	$ 2,159.29	2/23/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1954

Time Extensions: to July 29, 1954 without penalty

Completion Date: July 23, 1954

Date Accepted: Sept. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

Ruth Rawlings

RECEIVED
OCT 27 1954
FOR FILING

BF 15-1(4)

October 26, 1954

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3981 for work performed on the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County was completed by the contractor, Babler Bros., Inc. on July 23, 1954 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $2,159.29 will be released to the contractor on or after November 5, 1954. The total contract amount is $72,471.97, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - Peerless Casualty Company
Dooly & Company
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
10-26-54

RECEIVED
SEP 9 - 1954
FOR FILING

[illegible]
3981

September 9, 1954

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. on contract No. 3981, for constructing three structures on the Brush Creek-Frankport Unit of the Oregon Coast Highway in Curry County.

This payment, in the amount of $7,064.18, will be released to the contractor on or after September 20, 1954. The retained percentage is $2,174.62.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 9 - 1954
FOR FILING

[illegible]
3981

September 9, 1954

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

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This payment, in the amount of $7,064.18, will be released to the contractor on or after September 20, 1954. The retained percentage is $2,174.62.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible]

RECEIVED
JUL 1 - 1954
FOR FILING

(CF - [illegible])
[illegible]

June 30, 1954

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 23 had under discussion your request for an extension of time, from April 30 to July 29, 1954, within which to complete your contract No. 3961 covering the Brush Creek-Frankport Unit on the Oregon Coast Highway in Curry County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Norman E. Krehbiel,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
MAY 20 1954
FOR FILING

F-124(1)

3921

May 19, 1954

Request for extension of time
No. 2
June 23 and 24 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Brush Creek-Frankport Unit Structures
Contract No. 3921

Babler Brothers, contractors for the construction of three structures on the Brush Creek-Frankport Unit of the Oregon Coast Highway, have requested an extension of time from April 30, 1954, to July 29, 1954, in which to complete their contract.

At this date, all work has been completed on two of the bridges, and the contractors are about 90 percent completed with the third bridge. The contract stated that the approach fills, to be placed by the grading contractor, for the Myrtle Creek and Mussel Creek Bridges would be completed by July 31, 1953. The approach fills at the ends of these structures were not placed until March 1954. The contractors were not permitted to start work until these fills were completed.

As this delay was not the responsibility of the bridge contractors and as there has been no inconvenience to the traveling public nor will the State incur any additional expense, it is recommended that this extension be granted without penalty to the contractors. Attached is the concurrence of the Bureau of Public Roads in this extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/ds
Attached

Form PR 2 (Revised 1950)

CPR8 934

State Oregon

Project No. BF-124(4)

Federal Aid Bond Issue

BF-124(4)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

3981

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of November, 1952, a program, which was approved on the 5th day of January, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 6th day of January, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one million, two hundred sixty-seven thousand, and 00/100 dollars ($1,267,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of Bonds authorised by Chapter 491, Oregon Laws 1951, viz.:** (Include date and citation of act of legislature by which authorized)

(*b*) [illegible]

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 416+00 in the SE 1/4, Section 36, T-33-S, R-15-W, W.M. and survey station 684+00 in the SE 1/4, Section 30, T-34-S, R-14-W, W.M., without exception,**

, length **5.140** miles, in **Curry** County, being **Oregon Federal Aid Bond Issue** Project No. **BF-124(4)**, consisting of **5.012** miles of roadway and **four** bridges, each of more than 20 feet clear span, **0.128** of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads,

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one million, two hundred sixty-seven thousand and 00/100 dollars ($1,267,000.00), which does not exceed the authorized Federal pro rata share of two million, fifty-seven thousand, six hundred six and 65/100 dollars ($2,057,606.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M.R. McIvor
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,
By W H Lynch
Division Engineer,
Bureau of Public Roads.

SEP 25 1953

Oregon State Highway Department

Federal Aid Project
No. SF-124 (4)

BRUSH CREEK-FRANKPORT SECTION

OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code 6201
2-Lane Roadway
Grading (Sta. 416+00 to Sta. 469+00) (Contract No. 3862)

All Required	Clearing and Grubbing (35%)		$ 8,750.00
285 cu. yd.	Structural Excavation, Unclassified	$ 5.00	1,425.00
5 cu. yd.	Trench Excavation, Unclassified	3.00	15.00
92,000 cu. yd.	General Excavation, Unclassified	0.58	53,360.00
140,000 yd. sta.	Short Overhaul	0.02	2,800.00
100 C-yd. sta.	Long Overhaul	0.50	50.00
0.98 mi.	Finishing Roadbed and Slopes	1,000.00	980.00
2,000 lin. ft.	Rounding Cutbanks	0.25	500.00
450 lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	2,250.00
95 lin. ft.	36-inch Asbestos Bonded Corrugated Metal Pipe	14.00	1,330.00
50 lin. ft.	24-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	5.50	275.00
1 only	18-inch Corrugated Metal Pipe End Section	50.00	50.00
			$ 71,765.00

Grading (Sta. 623+00 to Sta. 645+50)
Paving (Sta. 416+00 to Sta. 469+00) (Sta. 623+00 to Sta. 645+50)(Contract No. 3960)

All Required	Clearing and Grubbing (25%)		$ 13,000.00
50 cu. yd.	Structural Excavation, Unclassified	$ 3.50	175.00
30 cu. yd.	Trench Excavation, Unclassified	3.00	90.00
13,000 cu. yd.	General Excavation, Unclassified	0.47	6,110.00
590,000 yd. sta.	Short Overhaul	0.01	5,900.00
18,000 C-yd. sta.	Long Overhaul	0.40	7,200.00
0.50 mi.	Finishing Roadbed and Slopes	1,000.00	500.00
1,300 lin. ft.	Rounding Cutbanks	0.20	260.00
40 lin. ft.	18-inch Concrete Pipe	4.50	180.00
70 lin. ft.	36-inch Concrete Pipe	11.00	770.00

90 lin. ft.	36-inch Corrugated Metal Pipe	$ 12.40	$ 1,116.00
50 lin. ft.	Salvaging Culvert Pipe	2.50	125.00
30 only	Corrugated Metal Sight Posts	7.00	210.00
10,000 cu. yd.	2½" - 0 Rock in Base	2.30	23,000.00
2,500 cu. yd.	3/4" - 0 Rock in Base	2.75	6,875.00
300 M-gal	Sprinkling	2.00	500.00
260 cu. yd.	3/4" - 0 Rock in Binder Course	3.50	910.00
40 ton	RC-3 Asphalt in Binder Course	50.00	2,000.00
4,800 ton	Class "B" Asphaltic Concrete	6.90	33,120.00
20 ton	SS-1 Emulsified Asphalt in Pavement Seal	48.00	960.00
140 cu. yd.	Aggregate in Pavement Seal	5.30	742.00
670 cu. yd.	Aggregate in Shoulder Oiling	5.30	3,551.00
50 ton	150-200 Asphalt in Shoulder Oiling	45.00	2,250.00
16 ton	SS-1 Emulsified Asphalt in Shoulder Oiling	49.00	784.00
			$ 110,428.00
	Subtotal		182,213.00
	10% Engr. & Cont.		18,221.30
	Total		200,434.30

Length of Roadway 1.367 miles
Cost per Mile $146,730.81

3-Lane Roadway
Grading (Sta. 469+00 to Sta. 558+00) (Contract No. 3882)

All Required	Clearing and Grubbing (55±)		13,750.00
1,025 Cu. yd.	Structural Excavation, Unclassified	5.00	5,125.00
75 cu. yd.	Trench Excavation, Unclassified	3.00	225.00
616,500 cu. yd.	General Excavation, Unclassified	0.58	357,570.00
540,000 yd. sta.	Short Overhaul	0.02	10,800.00
9,500 C-yd. sta.	Long Overhaul	0.50	4,750.00
1.62 mi.	Finishing Roadbed and Slopes	1,000.00	1,620.00
11,000 lin. ft.	Rounding Cutbanks	0.25	2,750.00
1,350 lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	3,375.00
1,350 lin. ft.	12-inch Perforated Metal Drain Pipe	3.25	4,387.50
650 cu. yd.	3/8" - 0 Backfill in Drains	7.00	4,550.00
1,080 lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	5,400.00
90 lin. ft.	30-inch Asbestos Bonded Corrugated Metal Pipe	9.00	810.00
180 lin. ft.	30-inch Extra Strength Asbestos Bonded Corrugated Metal Pipe	12.00	2,160.00
105 lin. ft.	36-inch Asbestos Bonded Corrugated Metal Pipe	14.00	1,470.00
80 lin. ft.	42-inch Asbestos Bonded Corrugated Metal Pipe, Protected Invert	17.00	1,360.00

200 lin. ft.	72-inch Extra Strength Asbestos Bonded Corrugated Metal Pipe, Protected Invert	48.00	$ 9,600.00
220 lin. ft.	18-inch Half Round Asbestos Bonded Corrugated Metal Pipe	4.00	880.00
20 lin. ft.	24-inch Half Round Asbestos Bonded Corrugated Metal Pipe	5.50	110.00
12 only	18-inch Asbestos Bonded Special Corrugated Metal Pipe Sections	100.00	1,200.00
1 only	18-inch Corrugated Metal Pipe End Sections	50.00	50.00
			$431,942.50

Grading (Sta. 574+50 to Sta. 623+00)(Sta. 645+50 to Sta. 677+30)
Paving (Sta. 44[illegible]+00 to Sta. 55[illegible]+00)(Sta. 574+50 to Sta. 623+00)(Sta. 645+50 to Sta. 677+30)(Contract No. 39[illegible])

All Required	Clearing and Grubbing (70%)		36,400.00
1,320 cu. yd.	Structural Excavation, Unclassified	3.50	4,620.00
50 cu. yd.	Trench Excavation, Unclassified	3.00	150.00
1,107,000 cu. yd.	General Excavation, Unclassified	0.47	520,290.00
4,770,000 yd. sta.	Short Overhaul	0.01	47,700.00
86,000 yd. sta.	Long Overhaul	0.40	34,400.00
1.52 mi.	Finishing Roadbed and Slopes	1,000.00	1,520.00
6,500 lin. ft.	Rounding Cutbanks	0.20	1,300.00
1,540 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	3,080.00
1,260 lin. ft.	8-inch Perforated Metal Drain Pipe	2.60	3,276.00
130 lin. ft.	12-inch Perforated Metal Drain Pipe	3.50	455.00
890 cu. yd.	3/8" - 0 Backfill in Drains	7.50	6,675.00
170 lin. ft.	1[illegible]-inch Concrete Pipe	4.50	765.00
160 lin. ft.	12-inch Corrugated Metal Pipe	3.00	480.00
760 lin. ft.	18-inch Corrugated Metal Pipe	4.50	3,420.00
170 lin. ft.	24-inch Corrugated Metal Pipe	6.50	1,105.00
230 lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	8.20	1,886.00
320 lin. ft.	3[illegible]-inch Corrugated Metal Pipe	12.40	3,968.00
150 lin. ft.	3[illegible]-inch Half Circle Corrugated Metal Pipe	9.00	1,350.00
460 lin. ft.	12-inch Perforated Corrugated Metal Pipe	3.40	1,564.00
2 only	18-inch Corrugated Metal End Section	60.00	120.00
80 only	Corrugated Metal Sight Posts	7.00	560.00
21,000 cu. yd.	2½" - 0 Rock in Base	2.30	48,300.00
5,300 cu. yd.	3/4" - 0 Rock in Base	2.75	14,575.00
660 M-gal	Sprinkling	2.00	1,320.00

600 cu. yd.	3/4" - 0 Rock in Binder Course	$ 3.50	$ 2,100.00
100 ton	RC-3 Asphalt in Binder Course	50.00	5,000.00
11,600 ton	Class "D" Asphaltic Concrete	6.90	80,040.00
50 ton	RS-1 Emulsified Asphalt in Pavement Seal	48.00	2,400.00
300 cu. yd.	Aggregate in Pavement Seal	5.30	1,590.00
1,300 cu. yd.	Aggregate in Shoulder Oiling	5.30	6,890.00
110 ton	150-200 Asphalt in Shoulder Oiling	45.00	4,950.00
30 ton	RS-1 Emulsified Asphalt in Shoulder Oiling	49.00	1,470.00
			$ 843,719.00

Subtotal	$1,275,661.50
10% Engr. & Cont.	127,566.15
Total	$1,403,227.65

Length of Roadway 3.200 miles
Cost Per Mile $438,508.65

4-Lane Roadway
Grading (Sta. 558+00 to Sta. 574+50) (Contract No. [illegible])

All Required	Clearing and Grubbing (10%)		$ 2,500.00
340 cu. yd.	Structural Excavation, Unclassified	$ 5.00	1,700.00
191,500 cu. yd.	General Excavation Unclassified	0.58	111,070.00
920,000 yd. sta.	Short Overhaul	0.02	18,400.00
5,900 C-yd. sta.	Long Overhaul	0.50	2,950.00
0.31 mi.	Finishing Roadbed and Slopes	1,000.00	310.00
1,000 lin. ft.	Rounding Cutbanks	0.25	250.00
950 lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	2,375.00
250 cu. yd.	3/8" - 0 Backfill in Drains	7.00	1,750.00
370 lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	1,850.00
130 lin. ft.	24-inch Asbestos Bonded Corrugated Metal Pipe	7.00	910.00
210 lin. ft.	18-inch Half Round Asbestos Bonded Corrugated Metal Pipe	4.00	840.00
1 only	18-inch Corrugated Metal Pipe End Section	50.00	50.00
			$144,955.00

Grading (Sta. 677+00 to Sta. 684+00)
Paving (Sta. 558+00 to Sta. 574+50) (Sta. 677+00 to Sta. 684+00) (Contract No. 1980)

All Required	Clearing and Grubbing (5%)		$ 2,600.00
30 cu. yd.	Structural Excavation, Unclassified	$ 3.50	105.00

10,000 cu. yd.	General Excavation, Unclassified	0.47	$ 4,700.00
0.09 mi.	Finishing Roadbed and Slopes	1,[illegible].00	[illegible].00
200 lin. ft.	Rounding Cutbanks	0.20	40.00
60 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	120.00
10 cu. yd.	/8" - 0 Backfill in Drains	7.50	75.00
60 lin. ft.	18-inch Corrugated Metal Pipe	4.50	270.00
30 lin. ft.	18-inch Half Circle Corrugated Metal Pipe	3.50	105.00
3,000 cu. yd.	2½" - 0 Rock in Base	2.30	[illegible],900.00
800 cu. yd.	3/4" - 0 Rock in Base	2.75	2,200.00
100 M-gal	Sprinkling	2.00	200.00
70 cu. yd.	3/4" - 0 Rock in Binder Course	3.50	245.00
10 tons	RC-3 Asphalt in Binder Course	50.00	500.00
1,400 tons	Class "B" Asphaltic Concrete	6.90	9,660.00
10 tons	RS-1 Emulsified Asphalt in Pavement Seal	48.00	480.00
40 cu. yd.	Aggregate in Pavement Seal	5.30	212.00
180 cu. yd.	Aggregate in Shoulder Oiling	5.30	954.00
10 tons	150-200 Asphalt in Shoulder Oiling	45.00	450.00
4 tons	RS-1 Emulsified Asphalt in Shoulder Oiling	49.00	196.00
			$ 30,[illegible]92.00
	Subtotal		$175,047.00
	10% Engr. & Cont.		17,504.70
	Total		$192,551.70

Length of Roadway 0.445 miles
Cost per mile $432,700.44

Type Code X021
Brush Creek Bridge (Sta. 444+35 to Sta. 445+[illegible]5)(Contract No. 3961)

140 cu. yd.	Structural Excavation	10.00	$ 1,400.00
10 cu. yd.	Excavation Below Elevation Shown	10.00	100.00
300 cu. yd.	Class "A" Concrete	72.00	21,[illegible].00
72,000 lb.	Metal Reinforcement	0.115	8,280.00
20 lin. ft.	6-inch Metal Drain Pipe	4.[illegible]	[illegible]0.00
All Required	Removal of Old Bridge		4,000.00
			$35,460.00

Type Code X021
Myrtle Creek Bridge (Sta. 623+70 to Sta. 624+[illegible])(Contract No. 3961)

25 cu. yd.	Structural Excavation	10.00	250.00
1,550 lin. ft.	Furnish Untreated Piling	0.75	1,162.50
775 lin. ft.	Furnish Treated Pile Extensions	2.00	1,550.00

30 only	Drive Composite Piles	120.00	$ 3,600.00
3.0 M-FBM	Treated Lumber in Place	300.00	900.00
160 cu. yd.	Class "A" Concrete	70.00	11,200.00
42,000 lb.	Metal Reinforcement	0.11	4,620.00
			$23,282.50

Type Code X021
Mussel Creek Bridge (Sta. 631+10 to 631+35)(Contract No. 3981)

25 cu. yd.	Structural Excavation	10.00	$ 250.00
1,250 lin. ft.	Furnish Untreated Piling	0.75	937.50
625 lin. ft.	Furnish Treated Pile Extensions	2.00	1,250.00
24 only	Drive Composite Piles	120.00	2,880.00
2.0 M-FBM	Treated Lumber in Place	300.00	600.00
110 cu. yd.	Class "A" Concrete	70.00	7,700.00
26,000 lb.	Metal Reinforcement	0.11	2,860.00
			$16,477.50

Type Code X042
[illegible] Creek Bridge (Sta. 543+52.5 to Sta. 544+94.83)(Contract No. [illegible])

550 cu. yd.	Structural Excavation	15.00	$ 8,250.00
10 cu. yd.	Structural Excavation, Below Elevation Shown	20.00	200.00
630 cu. yd.	Class "A" Concrete	81.00	51,030.00
120,000 lb.	Metal Reinforcement	0.12	14,400.00
177,000 lb.	Structural Carbon Steel	0.27	47,790.00
147,000 lb.	Structural Low Alloy Steel	0.27	39,690.00
150 lin. ft.	8-inch Perforated Metal Drain Pipe	7.00	1,050.00
			$162,410.00
		Subtotal	237,630.00
		10% Engr. & Cont.	23,763.00
		Total	$261,393.00

Length of 4 Structures 0.128 miles

SUMMARY OF FEDERAL FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 200,434.30	$123,420.00	$ 77,014.30
3-Lane Roadway	1,403,227.65	864,057.00	539,170.65
4-Lane Roadway	192,551.70	118,566.00	73,985.70
Structures	261,393.00	160,957.00	100,436.00
	2,057,606.65	1,267,000.00	790,606.65

State Funds For Construction: Chap. 175, Laws 1917; Chap. 31, Laws 19[illegible]; Chap. 5[illegible], Laws 19[illegible]; Chap. 4[illegible]1, Laws 1951.

State Funds For Maintenance: Chap. 5[illegible], Laws 19[illegible]

Oregon State Highway Department

Federal Aid Project
No. EF-124 (4)

BRUSH CREEK-FRANKPORT SECTION

OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 11, 1953

Type Code 6201
2-Lane Roadway
Grading (Sta. 416+00 to Sta. 469+00) (Contract No. 3882)

All Required		Clearing and Grubbing (35%)		$ 8,750.00
285	cu. yds.	Structural Excavation, Unclassified	$ 5.00	1,425.00
5	cu. yds.	Trench Excavation, Unclassified	3.00	15.00
92,000	cu. yds.	General Excavation, Unclassified	0.58	53,360.00
140,000	yd. sta.	Short Overhaul	0.02	2,800.00
100	C-yd. sta.	Long Overhaul	0.50	50.00
0.98	mile	Finishing Roadbed and Slopes	1,000.00	980.00
2,000	lin. ft.	Rounding Cutbanks	0.25	500.00
450	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	2,250.00
95	lin. ft.	36-inch Asbestos Bonded Corrugated Metal Pipe	14.00	1,330.00
50	lin. ft.	24-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	5.50	275.00
1	only	18-inch Corrugated Metal Pipe End Sections	50.00	50.00
				$ 71,785.00

Grading (Sta. 623+00 to Sta. 645+50)
Paving (Sta. 416+00 to Sta. 469+00) (Sta. 623+00 to Sta. 645+50)
(Low Bid Prices)

All Required		Clearing and Grubbing (25%)		$ 13,000.00
50	cu. yds.	Structural Excavation, Unclassified	$ 3.50	175.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
13,000	cu. yds.	General Excavation, Unclassified	0.47	6,110.00
590,000	yd. sta.	Short Overhaul	0.01	5,900.00
18,000	C-yd. sta.	Long Overhaul	0.40	7,200.00

0.50	mile	Finishing Roadbed and Slopes	$1,000.00	$ 500.00
1,300	lin. ft.	Rounding Cutbanks	0.20	260.00
40	lin. ft.	18-inch Concrete Pipe	4.50	180.00
70	lin. ft.	36-inch Concrete Pipe	11.00	770.00
90	lin. ft.	36-inch Corrugated Metal Pipe	12.40	1,116.00
50	lin. ft.	Salvaging Culvert Pipe	2.50	125.00
30	only	Corrugated Metal Sight Posts	7.00	210.00
10,000	cu. yds.	2½" - 0 Rock in Base	2.30	23,000.00
2,500	cu. yds.	3/4" - 0 Rock in Base	2.75	6,875.00
300	M-gal.	Sprinkling	2.00	600.00
260	cu. yds.	3/4" - 0 Rock in Binder Course	3.50	910.00
40	tons	RC-3 Asphalt in Binder Course	50.00	2,000.00
4,800	tons	Class "B" Asphaltic Concrete	6.90	33,120.00
20	tons	RS-1 Emulsified Asphalt in Pavement Seal	48.00	960.00
140	cu. yds.	Aggregate in Pavement Seal	5.30	742.00
670	cu. yds.	Aggregate in Shoulder Oiling	5.30	3,551.00
50	tons	150-200 Asphalt in Shoulder Oiling	45.00	2,250.00
16	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	49.00	784.00
				$ 110,428.00
			Subtotal	$ 182,213.00
			10% Engr. & Cont.	18,221.30
			Total	$ 200,434.30

Length of Roadway 1.367 1.366 miles

Cost per mile $146,730.81

3-Lane Roadway

Grading (Sta. 469+00 to Sta. 558+00)(Contract No. 3882)

All Required		Clearing and Grubbing (55%)		$ 13,750.00
1,025	cu. yds.	Structural Excavation, Unclassified	$ 5.00	5,125.00
75	cu. yds.	Trench Excavation, Unclassified	3.00	225.00
616,500	cu. yds.	General Excavation, Unclassified	0.58	357,570.00
540,000	yd. sta.	Short Overhaul	0.02	10,800.00
9,500	C-yd. sta.	Long Overhaul	0.50	4,750.00
1.62	miles	Finishing Roadbed and Slopes	1,000.00	1,620.00
11,000	lin. ft.	Rounding Cutbanks	0.25	2,750.00
1,350	lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	3,375.00
1,350	lin. ft.	12-inch Perforated Metal Drain Pipe	3.25	4,387.50

650	cu. yds.	3/8" - 0 Backfill in Drains	$ 7.00	$ 4,550.00
1,080	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	5,400.00
90	lin. ft.	30-inch Asbestos Bonded Corrugated Metal Pipe	9.00	810.00
180	lin. ft.	30-inch Extra Strength Asbestos Bonded Corrugated Metal Pipe	12.00	2,160.00
105	lin. ft.	36-inch Asbestos Bonded Corrugated Metal Pipe	14.00	1,470.00
80	lin. ft.	42-inch Asbestos Bonded Corrugated Metal Pipe, Protected Invert	17.00	1,360.00
200	lin. ft.	72-inch Extra Strength Asbestos Bonded Corrugated Metal Pipe, Protected Invert	48.00	9,600.00
220	lin. ft.	18-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	4.00	880.00
20	lin. ft.	24-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	5.50	110.00
12	only	18-inch Asbestos Bonded Special Corrugated Metal Pipe Sections	100.00	1,200.00
1	only	18-inch Corrugated Metal Pipe End Sections	50.00	50.00
				$ 431,942.50

Grading (Sta. 574+50 to Sta. 623+00)(Sta. 645+50 to Sta. 677+00)
Paving (Sta. 469+00 to Sta. 558+00)(Sta. 574+50 to Sta. 623+00)
(Sta. 645+50 to Sta. 677+00)(Low Bid Prices)

All Required		Clearing and Grubbing (70%)		$ 36,400.00
1,320	cu. yds.	Structural Excavation, Unclassified	$ 3.50	4,620.00
50	cu. yds.	Trench Excavation, Unclassified	3.00	150.00
1,107,000	cu. yds.	General Excavation, Unclassified	0.47	520,290.00
4,770,000	yd. sta.	Short Overhaul	0.01	47,700.00
86,000	C-yd. sta.	Long Overhaul	0.40	34,400.00
1.52	miles	Finishing Roadbed and Slopes	1,000.00	1,520.00
6,500	lin. ft.	Rounding Cutbanks	0.20	1,300.00
1,540	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	3,080.00
1,260	lin. ft.	8-inch Perforated Metal Drain Pipe	2.60	3,276.00
130	lin. ft.	12-inch Perforated Metal Drain Pipe	3.50	455.00
890	cu. yds.	3/8" - 0 Backfill in Drains	7.50	6,675.00
170	lin. ft.	18-inch Concrete Pipe	4.50	765.00
160	lin. ft.	12-inch Corrugated Metal Pipe	3.00	480.00
760	lin. ft.	18-inch Corrugated Metal Pipe	4.50	3,420.00

170	lin. ft.	24-inch Corrugated Metal Pipe	$ 6.50	$ 1,105.00
230	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	8.20	1,886.00
320	lin. ft.	36-inch Corrugated Metal Pipe	12.40	3,968.00
150	lin. ft.	36-inch Half Circle Corrugated Metal Pipe	9.00	1,350.00
460	lin. ft.	12-inch Perforated Corrugated Metal Pipe	3.40	1,564.00
2	only	18-inch Corrugated Metal End Sections	60.00	120.00
80	only	Corrugated Metal Sight Posts	7.00	560.00
21,000	cu. yds.	2½" - 0 Rock in Base	2.30	48,300.00
5,300	cu. yds.	3/4" - 0 Rock in Base	2.75	14,575.00
660	M-gal.	Sprinkling	2.00	1,320.00
600	cu. yds.	3/4" - 0 Rock in Binder Course	3.50	2,100.00
100	tons	RC-3 Asphalt in Binder Course	50.00	5,000.00
11,600	tons	Class "B" Asphaltic Concrete	6.90	80,040.00
50	tons	RS-1 Emulsified Asphalt in Pavement Seal	48.00	2,400.00
300	cu. yds.	Aggregate in Pavement Seal	5.30	1,590.00
1,300	cu. yds.	Aggregate in Shoulder Oiling	5.30	6,890.00
110	tons	150-200 Asphalt in Shoulder Oiling	45.00	4,950.00
30	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	49.00	1,470.00
				$ 843,719.00

Subtotal	$1,275,661.50
10% Engr. & Cont.	127,566.15
Total	$1,403,227.65

Length of Roadway 3.200 miles
Cost per mile $438,508.65

4-Lane Roadway
Grading (Sta. 558+00 to Sta. 574+50)(Contract No. 3082)

All Required		Clearing and Grubbing (10%)		$ 2,500.00
340	cu. yds.	Structural Excavation, Unclassified	$ 5.00	1,700.00
191,500	cu. yds.	General Excavation, Unclassified	0.58	111,070.00
920,000	yd. sta.	Short Overhaul	0.02	18,400.00
5,900	C-yd. sta.	Long Overhaul	0.50	2,950.00
0.31	mile	Finishing Roadbed and Slopes	1,000.00	310.00
1,000	lin. ft.	Rounding Cutbanks	0.25	250.00
950	lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	2,375.00
250	cu. yds.	3/8" - 0 Backfill in Drains	7.00	1,750.00

370	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	$ 5.00	$ 1,850.00
130	lin. ft.	24-inch Asbestos Bonded Corrugated Metal Pipe	7.00	910.00
210	lin. ft.	18-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	4.00	840.00
1	only	18-inch Corrugated Metal Pipe End Section	50.00	50.00
				$ 144,955.00

Grading (Sta. 677+00 to Sta. 684+00)
Paving (Sta. 558+00 to Sta. 574+50)(Sta. 677+00 to Sta. 684+00)
(Low Bid Prices)

All Required		Clearing and Grubbing (5%)		$ 2,600.00
30	cu. yds.	Structural Excavation, Unclassified	$ 3.50	105.00
10,000	cu. yds.	General Excavation, Unclassified	0.47	4,700.00
0.08	mile	Finishing Roadbed and Slopes	1,000.00	80.00
200	lin. ft.	Rounding Cutbanks	0.20	40.00
60	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	120.00
10	cu. yds.	3/8" - 0 Backfill in Drains	7.50	75.00
60	lin. ft.	18-inch Corrugated Metal Pipe	4.50	270.00
30	lin. ft.	18-inch Half Circle Corrugated Metal Pipe	3.50	105.00
3,000	cu. yds.	2½" - 0 Rock in Base	2.30	6,900.00
800	cu. yds.	3/4" - 0 Rock in Base	2.75	2,200.00
100	M-gal.	Sprinkling	2.00	200.00
70	cu. yds.	3/4" - 0 Rock in Binder Course	3.50	245.00
10	tons	RC-3 Asphalt in Binder Course	50.00	500.00
1,400	tons	Class "B" Asphaltic Concrete	6.90	9,660.00
10	tons	RS-1 Emulsified Asphalt in Pavement Seal	48.00	480.00
40	cu. yds.	Aggregate in Pavement Seal	5.30	212.00
180	cu. yds.	Aggregate in Shoulder Oiling	5.30	954.00
10	tons	150-200 Asphalt in Shoulder Oiling	45.00	450.00
4	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	49.00	196.00
				$ 30,092.00
			Subtotal	$ 175,047.00
			10% Engr. & Cont.	17,504.70
			Total	$ 192,551.70

Length of Roadway 0.445 mile
Cost per mile $432,700.44

Type Code X021
Brush Creek Bridge (Sta. 444+35 to Sta. 445+85)
(Low Bid Prices)

140	cu. yds.	Structural Excavation	$10.00	$ 1,400.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
300	cu. yds.	Class "A" Concrete	72.00	21,600.00
72,000	lbs.	Metal Reinforcement	0.115	8,280.00
20	lin. ft.	6-inch Metal Drain Pipe	4.00	80.00
All Required		Removal of Old Bridge		4,000.00
				$ 35,460.00

Type Code X021
Myrtle Creek Bridge (Sta. 623+70 to Sta. 624+80)
(Low Bid Prices)

25	cu. yds.	Structural Excavation	$10.00	$ 250.00
1,550	lin. ft.	Furnish Untreated Piling	0.75	1,162.50
775	lin. ft.	Furnish Treated Pile Extensions	2.00	1,550.00
30	only	Drive Composite Piles	120.00	3,600.00
3.0	M-FBM	Treated Lumber in Place	300.00	900.00
160	cu. yds.	Class "A" Concrete	70.00	11,200.00
42,000	lbs.	Metal Reinforcement	0.11	4,620.00
				$ 23,282.50

Type Code X021
Mussel Creek Bridge (Sta. 631+10 to 631+85)
(Low Bid Prices)

25	cu. yds.	Structural Excavation	$10.00	$ 250.00
1,250	lin. ft.	Furnish Untreated Piling	0.75	937.50
625	lin. ft.	Furnish Treated Pile Extensions	2.00	1,250.00
24	only	Drive Composite Piles	120.00	2,880.00
2.0	M-FBM	Treated Lumber in Place	300.00	600.00
110	cu. yds.	Class "A" Concrete	70.00	7,700.00
26,000	lbs.	Metal Reinforcement	0.11	2,860.00
				$ 16,477.50

Type Code X042
Rinehart Creek Bridge (Sta. 541+52.5 to Sta. 544+94.83)

550	cu. yds.	Structural Excavation	$10.00	$ 5,500.00
10	cu. yds.	Structural Excavation Below Elevation Shown	15.00	150.00
630	cu. yds.	Class "A" Concrete	75.00	47,250.00
120,000	lbs.	Metal Reinforcement	0.115	13,800.00
177,000	lbs.	Structural Low Alloy Steel	0.25	44,250.00

147,000	lbs.	Structural Carbon Steel	$ 0.26	$ 38,220.00
150	lin. ft.	8-inch Perforated Metal Drain Pipe	5.00	750.00
				$ 149,920.00

Subtotal	$ 225,140.00
10% Engr. & Cont.	22,514.00
Total	247,654.00

0.128
Length of 4 Structures 0.129 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 200,434.30	$ 124,250.00	$ 76,184.30
3-Lane Roadway	1,403,227.65	869,865.00	533,362.65
4-Lane Roadway	192,551.70	119,363.00	73,188.70
Structures	247,654.00	153,522.00	94,132.00
	$2,043,867.65	$1,267,000.00	$776,867.65

Oregon State Highway Department

Federal Aid Project
No. BF-124 (4)

BRUSH CREEK-FRANKPORT SECTION
OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 1, 1953

Type Code 6201
2-Lane Roadway
Grading (Sta. 416+00 to Sta. 469+00) (Contract No. 3882)

All Required		Clearing and Grubbing (35%)		$ 8,750.00
285	cu. yds.	Structural Excavation, Unclassified	$ 5.00	1,425.00
5	cu. yds.	Trench Excavation, Unclassified	3.00	15.00
92,000	cu. yds.	General Excavation, Unclassified	0.58	53,360.00
140,000	yd. sta.	Short Overhaul	0.02	2,800.00
100	C-yd. sta.	Long Overhaul	0.50	50.00
0.98	mile	Finishing Roadbed and Slopes	1,000.00	980.00
2,000	lin. ft.	Rounding Cutbanks	0.25	500.00
450	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	2,250.00
95	lin. ft.	36-inch Asbestos Bonded Corrugated Metal Pipe	14.00	1,330.00
50	lin. ft.	24-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	5.50	275.00
1	only	18-inch Corrugated Metal Pipe End Sections	50.00	50.00
				$ 71,785.00

Grading (Sta. 623+00 to Sta. 645+50)
Paving (Sta. 416+00 to Sta. 469+00) (Sta. 623+00 to Sta. 645+50)

All Required		Clearing and Grubbing (25%)		$ 13,750.00
50	cu. yds.	Structural Excavation, Unclassified	$ 3.00	150.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
13,000	cu. yds.	General Excavation, Unclassified	0.47	6,110.00
590,000	yd. sta.	Short Overhaul	0.02	11,800.00
18,000	C-yd. sta.	Long Overhaul	0.50	9,000.00

0.50	mile	Finishing Roadbed and Slopes	$1,200.00	$ 600.00
1,300	lin. ft.	Rounding Cutbanks	0.25	325.00
40	lin. ft.	18-inch Concrete Pipe	4.00	160.00
70	lin. ft.	36-inch Concrete Pipe	12.00	840.00
90	lin. ft.	36-inch Corrugated Metal Pipe	13.00	1,170.00
50	lin. ft.	Salvaging Culvert Pipe	2.00	100.00
30	only	Corrugated Metal Sight Posts	4.00	120.00
10,000	cu. yds.	2½" - 0 Rock in Base	2.25	22,500.00
2,500	cu. yds.	3/4" - 0 Rock in Base	2.50	6,250.00
300	M-gal.	Sprinkling	3.00	900.00
260	cu. yds.	3/4" - 0 Rock in Binder Course	3.50	910.00
40	tons	RC-3 Asphalt in Binder Course	48.00	1,920.00
4,800	tons	Class "B" Asphaltic Concrete	6.50	31,200.00
20	tons	RS-1 Emulsified Asphalt in Pavement Seal	48.00	960.00
140	cu. yds.	Aggregate in Pavement Seal	5.00	700.00
670	cu. yds.	Aggregate in Shoulder Oiling	3.75	2,512.50
50	tons	150-200 Asphalt in Shoulder Oiling	44.00	2,200.00
16	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	48.00	768.00
				$ 115,035.50
			Subtotal	$ 186,820.50
			10% Engr. & Cont.	18,682.05
			Total	$ 205,502.55

Length of Roadway 1.366 miles
Cost per mile $150,441.10

3-Lane Roadway
Grading (Sta. 469+00 to Sta. 558+00)(Contract No. 3882)

All Required		Clearing and Grubbing (55%)		$ 13,750.00
1,025	cu. yds.	Structural Excavation, Unclassified	5.00	5,125.00
75	cu. yds.	Trench Excavation, Unclassified	3.00	225.00
616,500	cu. yds.	General Excavation, Unclassified	0.58	357,570.00
540,000	yd. sta.	Short Overhaul	0.02	10,800.00
9,500	C-yd. sta.	Long Overhaul	0.50	4,750.00
1.62	miles	Finishing Roadbed and Slopes	1,000.00	1,620.00
11,000	lin. ft.	Rounding Cutbanks	0.25	2,750.00
1,350	lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	3,375.00
1,350	lin. ft.	12-inch Perforated Metal Drain Pipe	3.25	4,387.50

650	cu. yds.	3/8" - 0 Backfill in Drains	$ 7.00	$ 4,550.00
1,080	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	5,400.00
90	lin. ft.	30-inch Asbestos Bonded Corrugated Metal Pipe	9.00	810.00
180	lin. ft.	30-inch Extra Strength Asbestos Bonded Corrugated Metal Pipe	12.00	2,160.00
105	lin. ft.	36-inch Asbestos Bonded Corrugated Metal Pipe	14.00	1,470.00
80	lin. ft.	42-inch Asbestos Bonded Corrugated Metal Pipe, Protected Invert	17.00	1,360.00
200	lin. ft.	72-inch Extra Strength Asbestos Bonded Corrugated Metal Pipe, Protected Invert	48.00	9,600.00
220	lin. ft.	18-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	4.00	880.00
20	lin. ft.	24-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	5.50	110.00
12	only	18-inch Asbestos Bonded Special Corrugated Metal Pipe Sections	100.00	1,200.00
1	only	18-inch Corrugated Metal Pipe End Sections	50.00	50.00
				$ 431,942.50

Grading (Sta. 574+50 to Sta. 623+00)(Sta. 645+50 to Sta. 677+00)
Paving (Sta. 469+00 to Sta. 558+00)(Sta. 574+50 to Sta. 623+00)
(Sta. 645+50 to Sta. 677+00)

All Required		Clearing and Grubbing (70%)		$ 38,500.00
1,320	cu. yds.	Structural Excavation, Unclassified	$ 3.00	3,960.00
50	cu. yds.	Trench Excavation, Unclassified	3.00	150.00
1,107,000	cu. yds.	General Excavation, Unclassified	0.47	520,290.00
4,770,000	yd. sta.	Short Overhaul	0.02	95,400.00
86,000	C-yd. sta.	Long Overhaul	0.50	43,000.00
1.52	miles	Finishing Roadbed and Slopes	1,200.00	1,824.00
6,500	lin. ft.	Rounding Cutbanks	0.25	1,625.00
1,540	lin. ft.	6-inch Perforated Metal Drain Pipe	2.25	3,465.00
1,260	lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	3,150.00
130	lin. ft.	12-inch Perforated Metal Drain Pipe	3.50	455.00
890	cu. yds.	3/8" - 0 Backfill in Drains	6.50	5,785.00

170	lin. ft.	18-inch Concrete Pipe	$ 4.00	$ 680.00
160	lin. ft.	12-inch Corrugated Metal Pipe	3.00	480.00
760	lin. ft.	18-inch Corrugated Metal Pipe	4.75	3,610.00
170	lin. ft.	24-inch Corrugated Metal Pipe	6.50	1,105.00
230	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	8.00	1,840.00
320	lin. ft.	36-inch Corrugated Metal Pipe	13.00	4,160.00
150	lin. ft.	36-inch Half Circle Corrugated Metal Pipe	10.00	1,500.00
460	lin. ft.	12-inch Perforated Corrugated Metal Pipe	3.50	1,610.00
2	only	18-inch Corrugated Metal End Sections	50.00	100.00
80	only	Corrugated Metal Sight Posts	4.00	320.00
21,000	cu. yds.	2½" - 0 Rock in Base	2.25	47,250.00
5,300	cu. yds.	3/4" - 0 Rock in Base	2.50	13,250.00
660	M-gal.	Sprinkling	3.00	1,980.00
600	cu. yds.	3/4" - 0 Rock in Binder Course	3.50	2,100.00
100	tons	RC-3 Asphalt in Binder Course	48.00	4,800.00
11,600	tons	Class "B" Asphaltic Concrete	6.50	75,400.00
50	tons	RS-1 Emulsified Asphalt in Pavement Seal	48.00	2,400.00
300	cu. yds.	Aggregate in Pavement Seal	5.00	1,500.00
1,300	cu. yds.	Aggregate in Shoulder Oiling	3.75	4,875.00
110	tons	150-200 Asphalt in Shoulder Oiling	44.00	4,840.00
30	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	48.00	1,440.00
				$ 892,844.00
			Subtotal	$1,324,786.50
			10% Engr. & Cont.	132,478.65
			Total	$1,457,265.15

Length of Roadway 3.197 miles (3.199)
Cost per mile $455,822.70

4-Lane Roadway
Grading (Sta. 558+00 to Sta. 574+50)(Contract No. 3882)

All Required		Clearing and Grubbing (10%)		$ 2,500.00
340	cu. yds.	Structural Excavation, Unclassified	5.00	1,700.00
191,500	cu. yds.	General Excavation, Unclassified	0.58	111,070.00
920,000	yd. sta.	Short Overhaul	0.02	18,400.00
5,900	C-yd. sta.	Long Overhaul	0.50	2,950.00
0.31	mile	Finishing Roadbed and Slopes	1,000.00	310.00
1,000	lin. ft.	Rounding Cutbanks	0.25	250.00

950	lin. ft.	8-inch Perforated Metal Drain Pipe	$ 2.50	$ 2,375.00
250	cu. yds.	3/8" - 0 Backfill in Drains	7.00	1,750.00
370	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	1,850.00
130	lin. ft.	24-inch Asbestos Bonded Corrugated Metal Pipe	7.00	910.00
210	lin. ft.	18-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	4.00	840.00
1	only	18-inch Corrugated Metal Pipe End Section	50.00	50.00
				$ 144,955.00

Grading (Sta. 677+00 to Sta. 684+00)
Paving (Sta. 558+00 to Sta. 574+50) (Sta. 677+00 to Sta. 684+00)

All Required		Clearing and Grubbing (5%)		$ 2,750.00
30	cu. yds.	Strustural Excavation, Unclassified	$ 3.00	90.00
10,000	cu. yds.	General Excavation, Unclassified	0.47	4,700.00
0.08	mile	Finishing Roadbed and Slopes	1,200.00	96.00
200	lin. ft.	Rounding Cutbanks	0.25	50.00
60	lin. ft.	6-inch Perforated Metal Drain Pipe	2.25	135.00
10	cu. yds.	3/8" - 0 Backfill in Drains	6.50	65.00
60	lin. ft.	18-inch Corrugated Metal Pipe	4.75	285.00
30	lin. ft.	18-inch Half Circle Corrugated Metal Pipe	4.00	120.00
3,000	cu. yds.	2½" - 0 Rock in Base	2.25	6,750.00
800	cu. yds.	3/8" - 0 Rock in Base	2.50	2,000.00
100	M-gal.	Sprinkling	3.00	300.00
70	cu. yds.	3/4" - 0 Rock in Binder Course	3.50	245.00
10	tons	RC-3 Asphalt in Binder Course	48.00	480.00
1,400	tons	Class "B" Asphaltic Concrete	6.50	9,100.00
10	tons	RS-1 Emulsified Asphalt in Pavement Seal	48.00	480.00
40	cu. yds.	Aggregate in Pavement Seal	5.00	200.00
180	cu. yds.	Aggregate in Shoulder Oiling	3.75	675.00
10	tons	150-200 Asphalt in Shoulder Oiling	44.00	440.00
4	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	48.00	192.00
				$ 29,153.00

Subtotal	$ 174,108.00
10% Engr. & Cont.	17,410.80
Total	$ 191,518.80

Length of Roadway	0.445 mile
Cost per mile	$430,379.32

Type Code X021
Brush Creek Bridge (Sta. 444+35 to Sta. 445+85)

140	cu. yds.	Structural Excavation	$ 12.00	$ 1,680.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
300	cu. yds.	Class "A" Concrete	75.00	22,500.00
72,000	lbs.	Metal Reinforcement	0.12	8,640.00
20	lin. ft.	6-inch Metal Drain Pipe	3.00	60.00
All Required		Removal of Old Bridge		2,500.00
				$ 35,580.00

Type Code X021
Myrtle Creek Bridge (Sta. 623+70 to Sta. 624+80)

25	cu. yds.	Structural Excavation	$ 10.00	$ 250.00
1,550	lin. ft.	Furnish Untreated Piling	0.75	1,162.50
775	lin. ft.	Furnish Treated Pile Extensions	1.50	1,162.50
30	only	Drive Composite Piles	85.00	2,550.00
3.0	M-FBM	Treated Lumber in Place	300.00	900.00
160	cu. yds.	Class "A" Concrete	75.00	12,000.00
42,000	lbs.	Metal Reinforcement	0.12	5,040.00
				$ 23,065.00

Type Code X021
Mussel Creek Bridge (Sta. 631+10 to 631+85)

25	cu. yds.	Structural Excavation	$ 10.00	$ 250.00
1,250	lin. ft.	Furnish Untreated Piling	0.75	937.50
625	lin. ft.	Furnish Treated Pile Extensions	1.50	937.50
24	only	Drive Composite Piles	85.00	2,040.00
2.0	M-FBM	Treated Lumber in Place	300.00	600.00
110	cu. yds.	Class "A" Concrete	75.00	8,250.00
26,000	lbs.	Metal Reinforcement	0.12	3,120.00
				$ 16,135.00

Subtotal	$ 74,780.00
10% Engr. & Cont.	7,478.00
Total	$ 82,258.00

Length of 4 Structures 0.132 mile

0.130

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 205,502.55	$ 127,342.00	$ 78,160.55
3-Lane Roadway	1,457,265.15	903,010.00	554,255.15
4-Lane Roadway	191,518.80	118,676.00	72,842.80
Structures	82,258.00	50,972.00	31,286.00
	$1,936,544.50	$1,200,000.00	$736,544.50

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-124(4), Brush Creek-Rinehart Creek Unit, Rocky Point-Gold Beach Section, Oregon Coast Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. Bester
A. F. BESTER
Highway Engineer

RECEIVED
JAN 16 1953
OREGON
STATE HIGHWAY COMMISSION

January 6, 1953

Mr. W. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project HF-124(4), Brush Creek-Rinehart Creek Unit, Rocky Point-Gold Beach Section, Oregon Coast Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

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Very truly yours,

C. G. POLK
District Engineer

By

A. F. HESTER
Highway Engineer

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JAN 16 1953
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department — Federal Aid Project No. FP-124 (4)

BRUSH CREEK-FRANKPORT SECTION
OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 30, 1952

BRUSH CREEK-RINEHART CREEK UNIT

Type Code 0010
2-Lane Roadway (Sta. 416+00 to Sta. 469+00)

All Required		Clearing and Grubbing (35%)		$ 8,750.00
285	cu. yds.	Structural Excavation, Unclassified	$ 3.50	997.50
5	cu. yds.	Trench Excavation, Unclassified	3.00	15.00
92,000	cu. yds.	General Excavation, Unclassified	0.75	69,000.00
140,000	yd. sta.	Short Overhaul	0.02	2,800.00
100	C-yd. sta.	Long Overhaul	0.50	50.00
0.98	mile	Finishing Roadbed and Slopes	900.00	882.00
2,000	lin. ft.	Rounding Cutbanks	0.20	400.00
450	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	2,250.00
95	lin. ft.	36-inch Asbestos Bonded Corrugated Metal Pipe	14.00	1,330.00
50	lin. ft.	24-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	6.00	300.00
1	only	18-inch Corrugated Metal Pipe End Sections	35.00	35.00
			Subtotal	$ 86,809.50
			10% Engr. & Cont.	8,680.95
			Total	$ 95,490.45

Length of Roadway	0.977 mile
Length of Bridge	0.027 mile
Total Length	1.004 miles
Cost per mile	$97,738.43

Type Code 0010
3-Lane Roadway (Sta. 469+00 to Sta. 558+00)

All Required		Clearing and Grubbing (55%)		$ 13,750.00
1,025	cu. yds.	Structural Excavation, Unclassified	$ 3.50	3,587.50
75	cu. yds.	Trench Excavation, Unclassified	3.00	225.00
616,500	cu. yds.	General Excavation, Unclassified	0.75	462,375.00

540,000	yd. sta.	Short Overhaul	$ 0.02	$ 10,800.00
9,500	C-yd. sta.	Long Overhaul	0.50	4,750.00
1.62	miles	Finishing Roadbed and Slopes	900.00	1,458.00
11,000	lin. ft.	Rounding Cutbanks	0.20	2,200.00
1,350	lin. ft.	8-inch Perforated Metal Drain Pipe	2.25	3,037.50
1,350	lin. ft.	12-inch Perforated Metal Drain Pipe	3.75	5,062.50
650	cu. yds.	3/8" - 0 Backfill in Drains	6.00	3,900.00
1,080	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	5,400.00
90	lin. ft.	30-inch Asbestos Bonded Corrugated Metal Pipe	7.50	675.00
180	lin. ft.	30-inch Extra Strength Asbestos Bonded Corrugated Metal Pipe	10.00	1,800.00
105	lin. ft.	36-inch Asbestos Bonded Corrugated Metal Pipe	14.00	1,470.00
80	lin. ft.	42-inch Asbestos Bonded Corrugated Metal Pipe, Protected Invert	17.50	1,400.00
200	lin. ft.	72-inch Extra Strength Asbestos Bonded Corrugated Metal Pipe, Protected Invert	42.00	8,400.00
220	lin. ft.	18-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	4.75	1,045.00
20	lin. ft.	24-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	6.00	120.00
12	only	18-inch Asbestos Bonded Special Corrugated Metal Pipe Sections	120.00	1,440.00
1	only	18-inch Corrugated Metal Pipe End Sections	35.00	35.00
			Subtotal	$532,930.50
			10% Engr. & Cont.	53,293.05
			Total	$586,223.55

Length of Roadway	1.620 miles
Length of Bridge	.066 mile
Total	1.686 miles
Cost per mile	$361,866.38

Type Code 0010
4-Lane Roadway (Sta. 558+00 to Sta. 574+50)

All Required		Clearing and Grubbing (10%)		$ 2,500.00
340	cu. yds.	Structural Excavation, Unclassified	$ 3.50	1,190.00
191,500	cu. yds.	General Excavation, Unclassified	0.75	143,625.00
920,000	yd. sta.	Short Overhaul	0.02	18,400.00
5,900	C-yd. sta.	Long Overhaul	0.50	2,950.00
0.31	mile	Finishing Roadbed and Slopes	900.00	279.00
1,000	lin. ft.	Rounding Cutbanks	0.20	200.00
950	lin. ft.	8-inch Perforated Metal Drain Pipe	2.25	2,137.50
250	cu. yds.	3/8" - 0 Backfill in Drains	6.00	1,500.00

370	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	$ 5.00	$ 1,850.00
130	lin. ft.	24-inch Asbestos Bonded Corrugated Metal Pipe	6.25	812.50
210	lin. ft.	18-inch Half-Round Asbestos Bonded Corrugated Metal Pipe	4.75	997.50
1	only	18-inch Corrugated Metal Pipe End Section	35.00	35.00
			Subtotal	$176,476.50
			10% Engr. & Cont.	17,647.65
			Total	$194,124.15

Length of Roadway 0.312 mile
Cost per mile $622,192.78

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 95,490.45	$ 59,202.00	$ 36,288.45
3-Lane Roadway	586,223.55	363,445.00	222,778.55
4-Lane Roadway	194,124.15	120,353.00	73,771.15
	$875,838.15	$543,000.00	$332,838.15

RECEIVED
JUL 27 1953
FOR FILING

[illegible]

3981

July 24, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith fully executed copies of three contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3971, for grading and paving on the Redmond (Evergreen Avenue) Section in Deschutes County, awarded June 26, 1953.

Contract No. 3981, for three structures on the Brush Creek-Frankport Unit on the Oregon Coast Highway in Curry County, awarded June 29, 1953.

Contract No. 3994, for surfacing on the Forest Boundary-Lapine Junction Section of the Burgess County Road in Deschutes County, awarded July 6,1953.

An executed copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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FOR FILING
FORM 5-32 20M 9-51 92316

FF-124(4)
3181

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1953

SUBJECT: Brush Creek-Frankport
Unit Structures
Oregon Coast Highway
Curry County

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

The condemnation complaints covering right of way on this project will be filed today. As far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
JUL 2 1953
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 17 1953
FOR FILING

BF-124(4)

3781

June 30, 1953

Babler Bros.
4517 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19th accepted your proposal to construct three reinforced concrete bridges on the Brush Creek-Frankport Unit of the Oregon Coast Highway south of Port Orford in Curry County for the sum of $75,270, and on the same day awarded Contract No. 3781 to you subject to clearance of right of matters and concurrence from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telephonic notice of award of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. H. Franzwa
F. Q. Smith
S. H. Probert
O. S. Paxson
Goldie Lewis
C. W. Head

awarded as of June 29, 53

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File
FOR FILING
OREGON DISTRICT

BF-124(4)

3981

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 29, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project BF-124(4), Brush Creek-Frankport (Structures) Unit of the Oregon Coast Highway, we hereby concur as of this date in award of Contract No. 3981 to Babler Bros. of Portland, Oregon, low bidder in the amount of $75,220.00 at the May 19, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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FOR FILING

BF-124(4)

3981

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P. S. and E. documents for Oregon Project BF-124(4), Rinehart Creek Bridge on the Brush Creek-Frankport Section of the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

O G Polk
O. G. POLK
District Engineer

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JUN 19 1953
OREGON
STATE HIGHWAY COMMISSION

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MAY [illegible] 1953
FOR FILING

[illegible]
3981

May 20, 1953

Babler Brothers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 accepted your bid in the amount of $75,[illegible].00 for construction of three structures on Brush Creek-Frankport Unit of the Oregon Coast Highway south of Port Orford in Curry County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehz

cc S. H. Probert
H. G. Smith
G. S. Paxson
W. M. Franswa, SIAC

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MAY 21 1953
FOR FILING

CF-114

3981

EF 1504(4)

May 20, 1953

Babler Brothers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 accepted your bid in the amount of $75,420.00 for construction of three structures on Brush Creek-Frankport Unit of the Oregon Coast Highway south of Port Orford in Curry County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

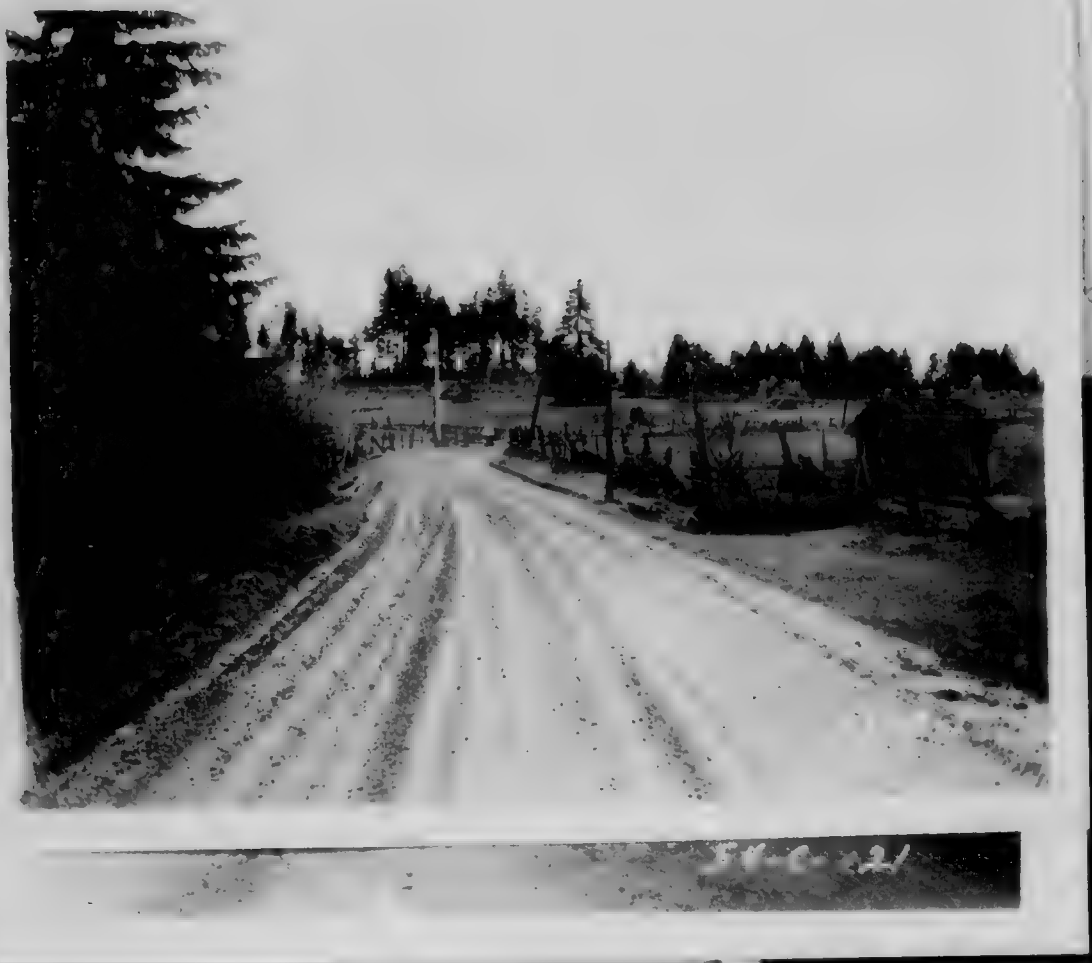
ohr

cc S. H. Probert
H. G. Smith
G. S. Paxson
W. M. Franswa, SIAC

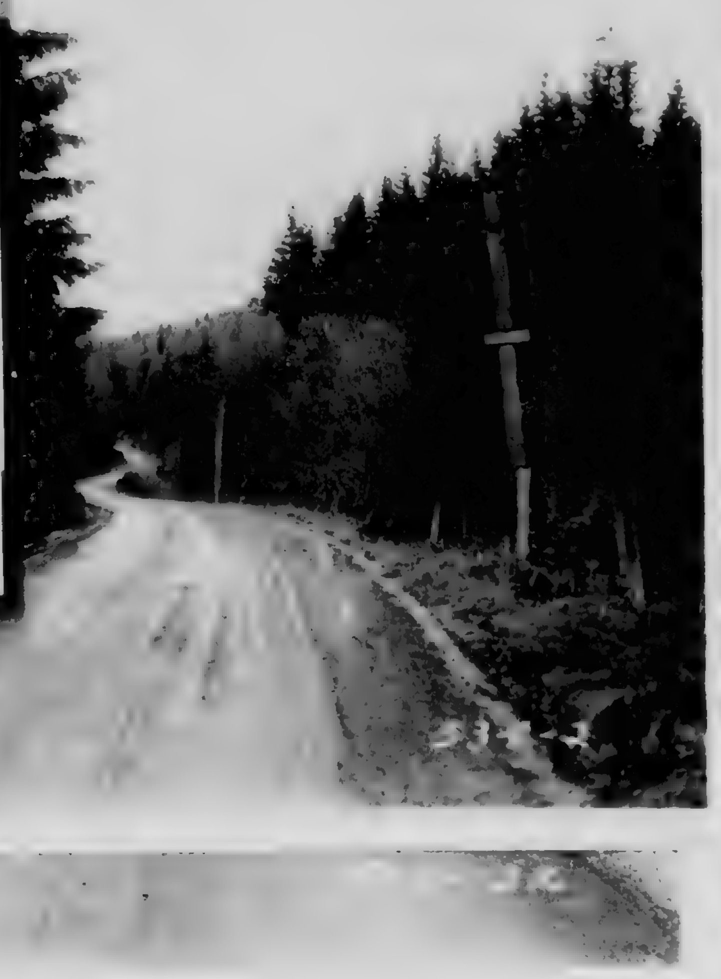
S-122(1) Apiary Co. of the Prairie- 1933
Apiary Co. Ltd

APIARY SECTION, FAS 567

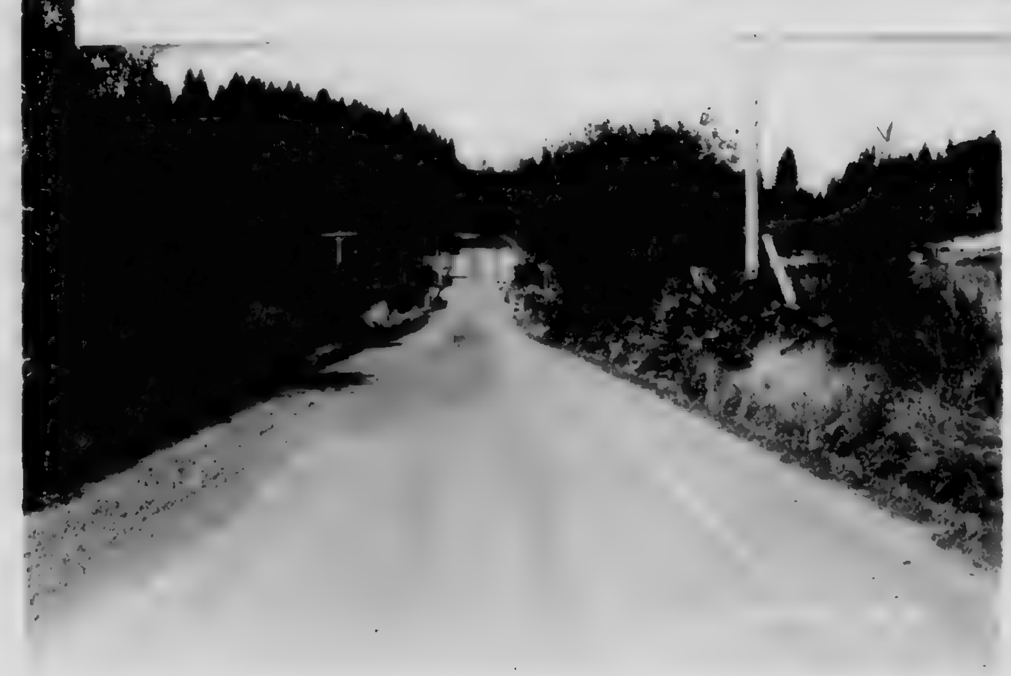
53-c-1 & 54-c-121
Station 39, Looking South



53-c-2 & 54-c-122
Station 46+50, Looking North

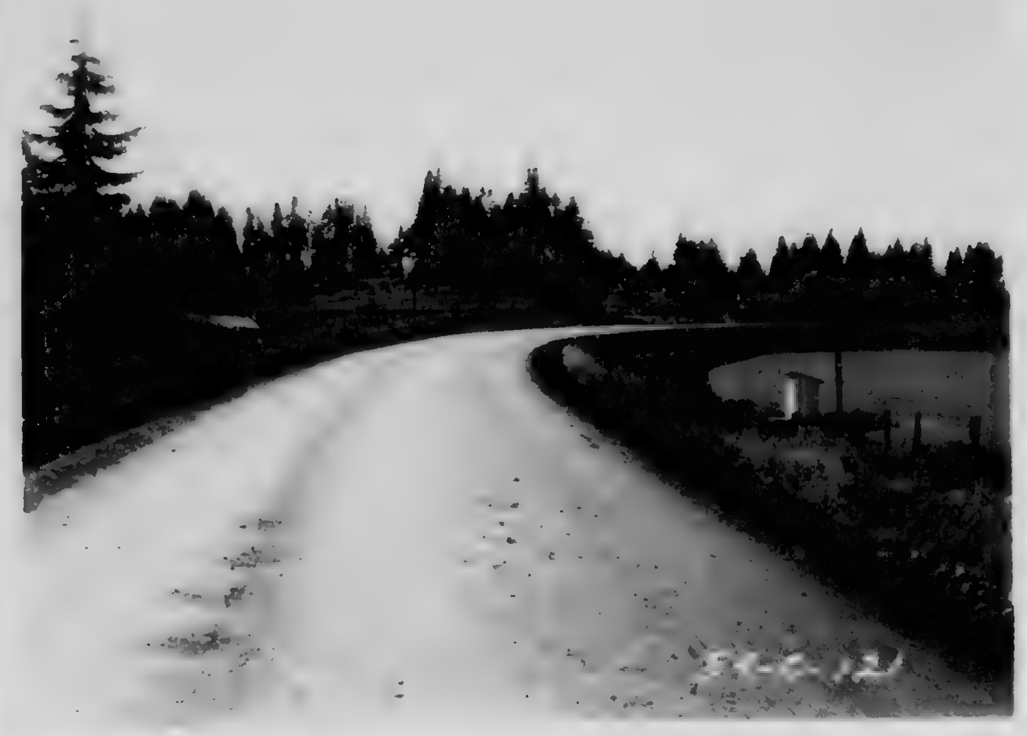


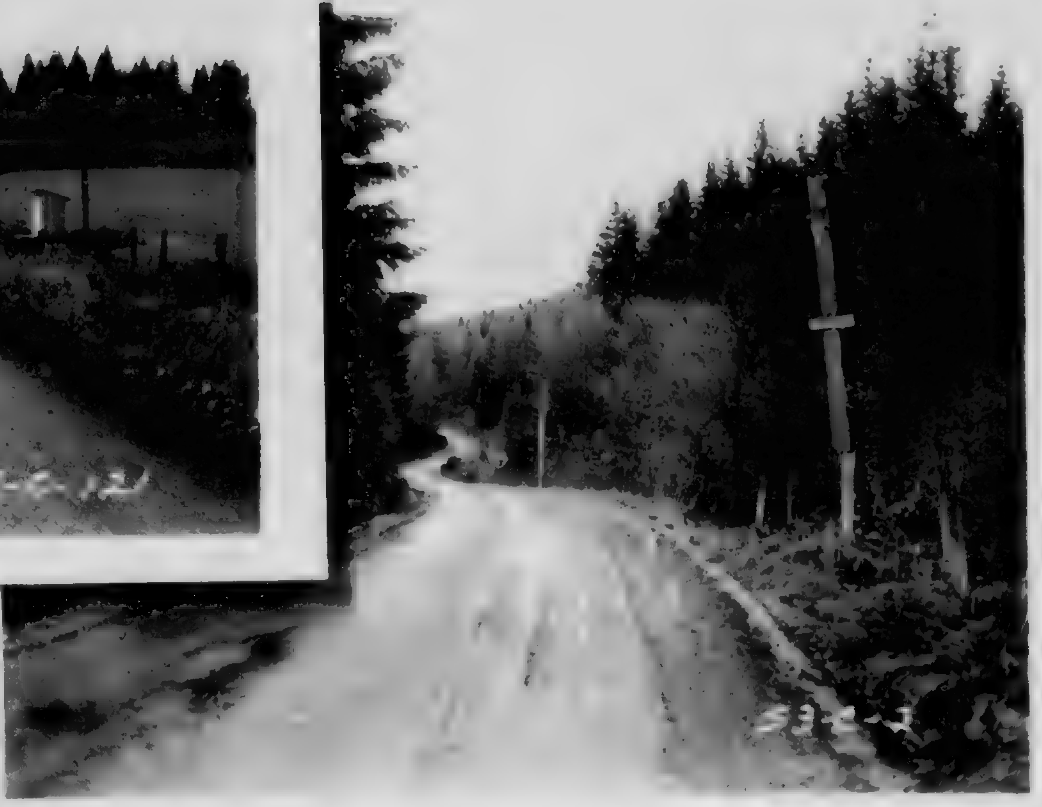
54-c-123
M.P. 5.30, Looking North



1953 & 9/27/54

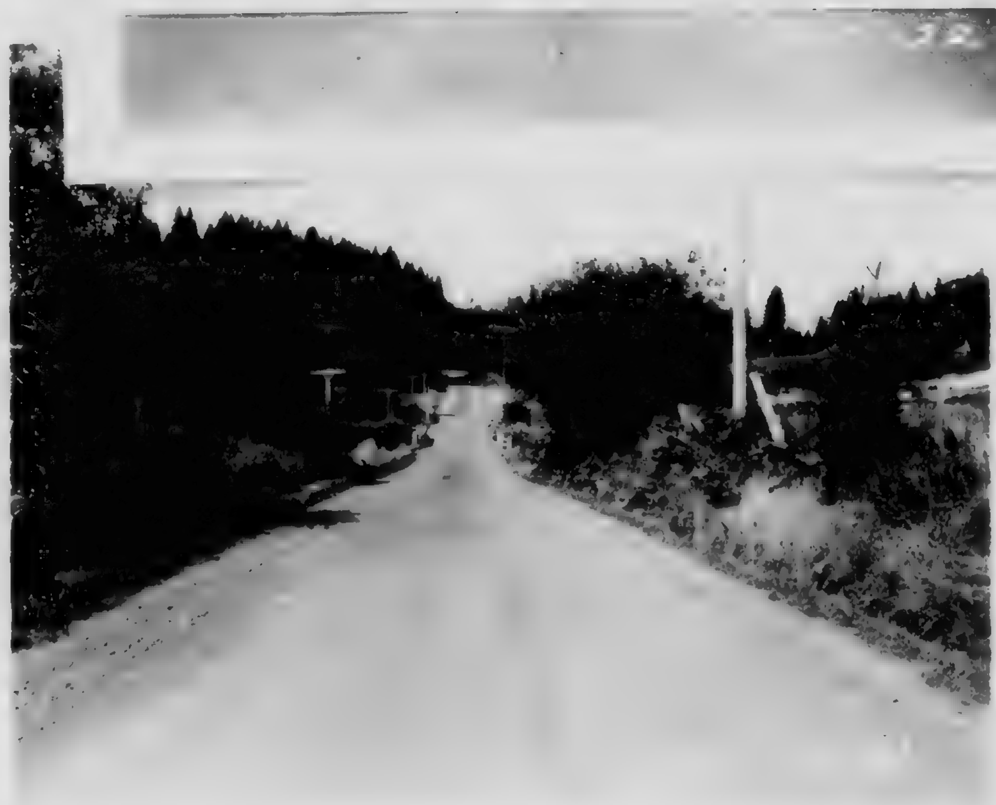
53-c-1 & 54-c-121
Station 39, Looking South





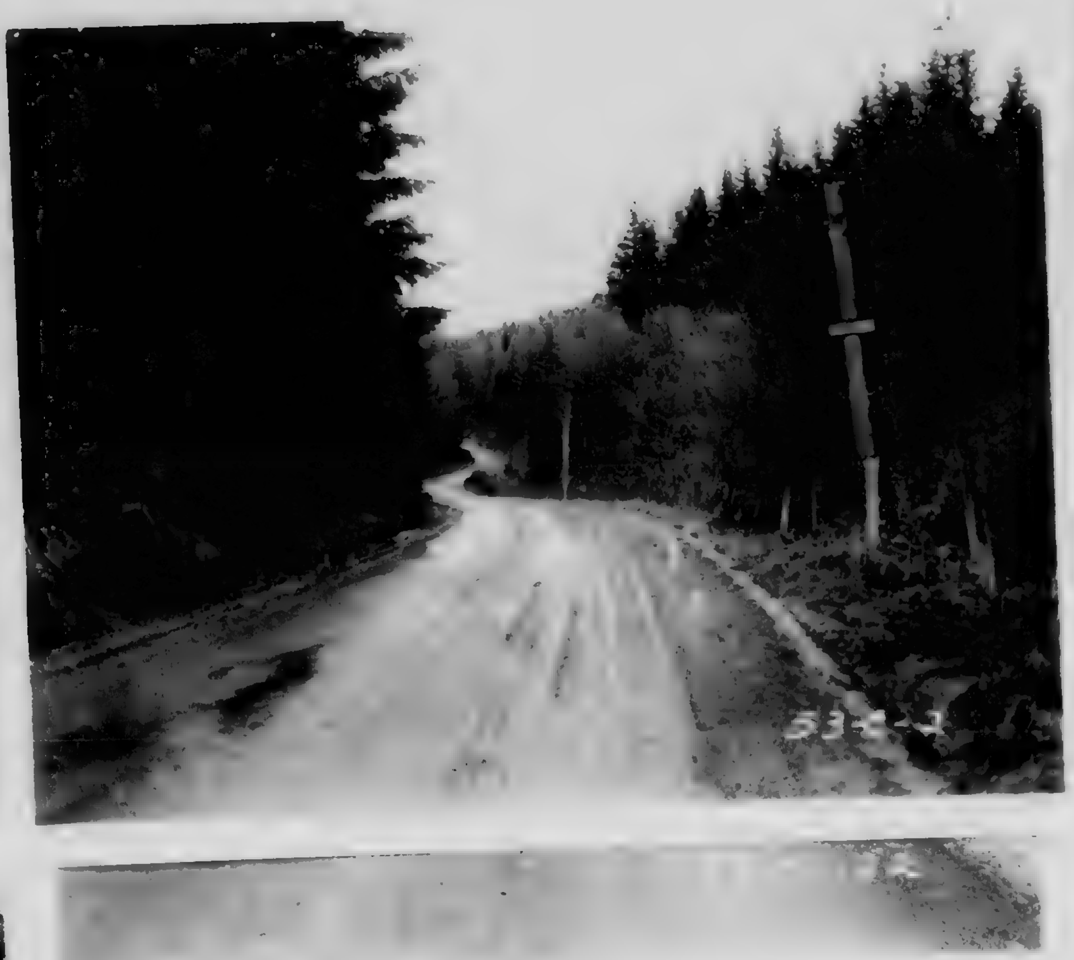
53-c-2 & 54-c-122
Station 46+50, Looking North

54-c-123
M.P. 5.30, Looking North



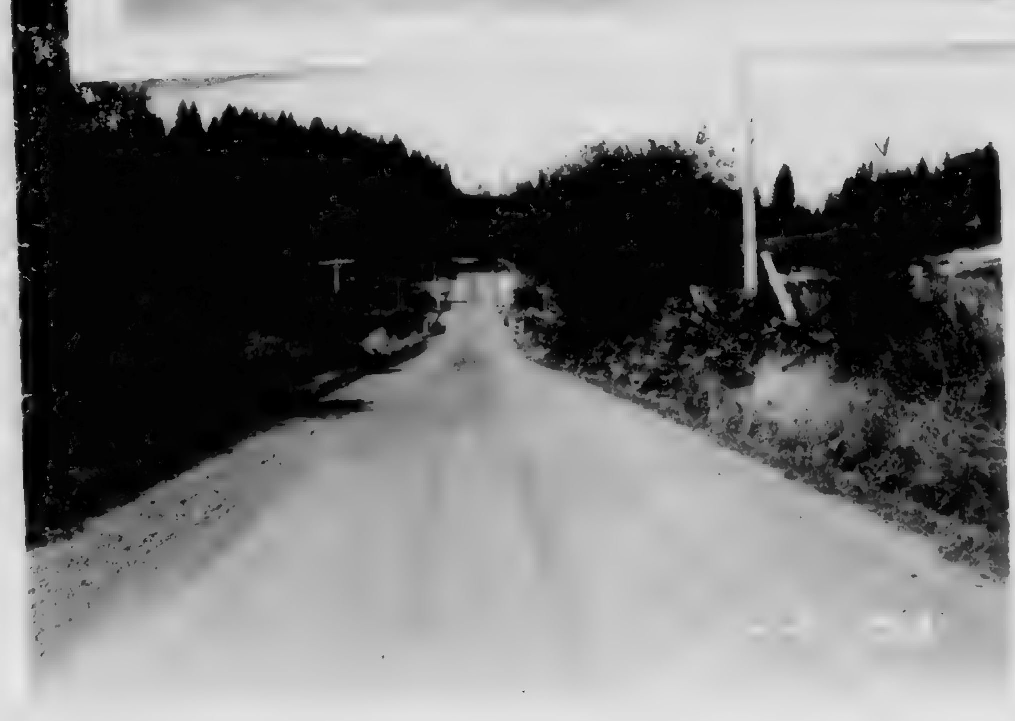
1953 & 9/27/54

53-c-1 & 54-c-121
Station 39, Looking South



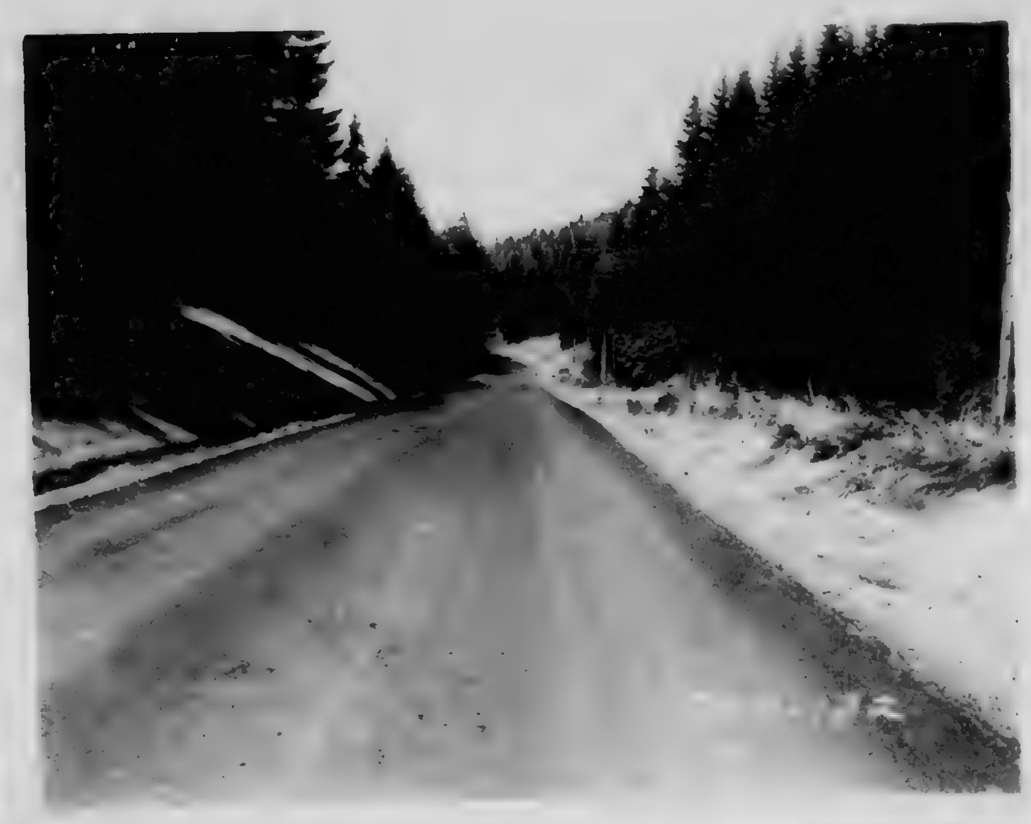
53-c-2 & 54-c-122
Station 46+50, Looking North

54-c-123
M.P. 5.30, Looking North

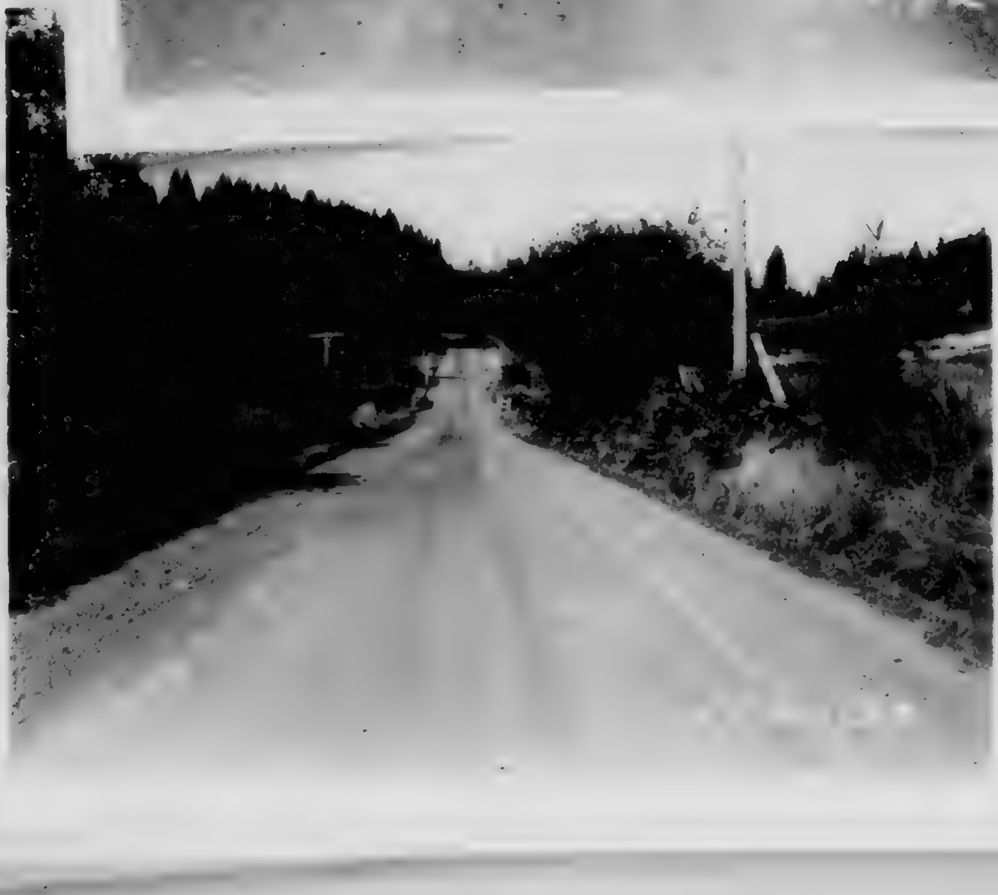


1953 & 9/27/54

53-c-2 & 54-c-122
Station 46+50, Looking North



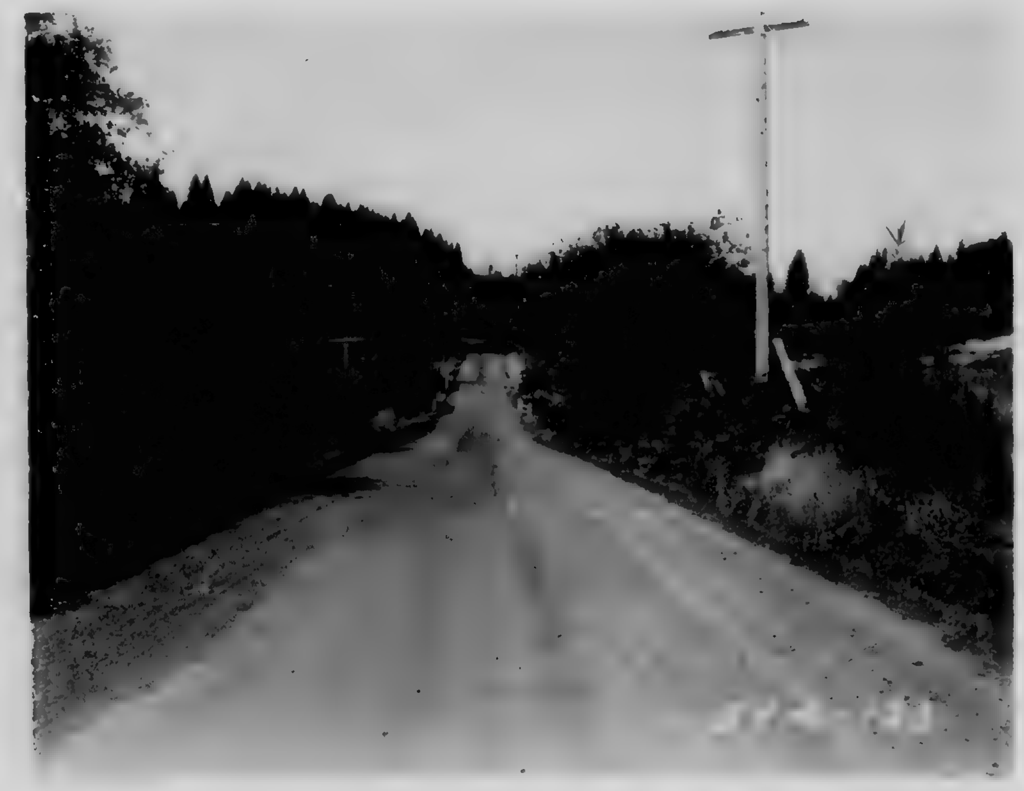
54-c-123
M.P. 5.30, Looking North



1953 & 9/27/54

53-c-2 & 54-c-122
Station 46+50, Looking North

54-c-123
M.P. 5.30, Looking North



1953 & 9/27/54

Form A-150 10M 3-54

NOTED
V. R

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 34821

Date July 23, 1954

Your Req. No.

Billing Request No. CC 102

Credit distribution: 505-10[illegible]-097

Columbia County
St. Helens, Oregon

Attn: County Court

Final billing for county share of total costs of the Apiary Section county FAS project in Columbia County. Covered by agreement dated June, 1953, which provides county shall pay 50% of difference between total costs and federal funds collected for this project.

Original Advance Deposit	9,600.00		
Amount Previously transferred	8,600.00		1,000.00
Balance Advance Deposit			
Cost of project as per attached statement		8,949.98	
Less and Previously transferred		8,600.00	349.98
Balance			$ 650.02
To be refunded			

NOTED
J F HAGEMANN

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
V. R. JONES

July 22, 1954

NOTED

Columbia County Court
Court House
St. Helens, Oregon

Gentlemen:

Final costs on the Apiary Section of FAS 567 are now available and it has been determined that the agreed county share of these costs is $8,949.98. As the county initially deposited $9,600 a refund of $650.02 will be made within the next two-week period. This refund will be by means of a check from our Accounting Division which will be accompanied by an "Itemized Statement of Final Costs."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
V. R. JONES

April 19, 1954

Honorable John W. Whipple
Columbia County Judge
St. Helens, Oregon

Dear Judge:

As per your request I checked with Mr. Porter, Right of Way Engineer, and he advises that Columbia County should receive its money for the sale price of property being purchased by the Highway Department from Columbia County for right of way in connection with the Tide Creek-St. Helens project in about one month from the present date.

Primary #2
x-ref'd

Also, confirming our telephone conversation of this date, this is to advise that the refund due Columbia County in connection with the Apiary county FAS project will be approximately $700. This refund will be made as soon as all costs for this project have been entered on our books and after the final voucher has been paid by the Bureau of Public Roads. We hope this will be accomplished by the first week of next month, but cannot guarantee same.

file this →

100567

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
HAGEMANN

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: Mr. R. L. Porter

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 22, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3982	6-final	M. L. O'Neil & Son	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5274	B-90110 90110	$ 1,127.94	3/22/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: to Oct. 30, 1953 without penalty

Completion Date: Oct. 30, 1953

Date Accepted: Jan. 21, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-23-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: a a Wicklander

3-23-54

RECEIVED
FEB 4 - 1954
FOR FILING

February 4, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3982 for work performed on the Apiary Section of the Rainier-Apiary Road in Columbia County was completed by the contractor, M. L. O'Neil & Son, on October 30, 1953 and was formally accepted by the Highway Commission on January 21, 1954.

Final payment in the amount of $1,118.94 will be released to the contractor on or after February 15, 1954. The total contract amount is $37,786.93 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

2-4-54

RECEIVED
FEB 4 - 1954
FOR FILING

[illegible]

[illegible]

February 4, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3982 for work performed on the Apiary Section of the Rainier-Apiary Road in Columbia County was completed by the contractor, W. L. O'Neil & Son, on October 30, 1953 and was formally accepted by the Highway Commission on January 21, 1954.

Final payment in the amount of $1,118.94 will be released to the contractor on or after February 15, 1954. The total contract amount is $37,786.93 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

2-4-54

RECEIVED
JAN [illegible]
FOR FILING

5-129(1)

3982

January 26, 1954

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M. L. O'Neil & Son on contract No. 3982, covering grading and surfacing on the Apiary Section of the Rainier-Apiary Road in Columbia County.

This payment in the amount of $2,218.10 will re released to contractor on or after February 5, 1954. The retained percentage is $1,134.06.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

1-26-54

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

January 19, 1954

Columbia County Court
Court House
St. Helens, Oregon

NOTED
NOTED
V. R JONES

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 3982, Apiary Section of the Rainier-Apiary Road, FAS 567, was completed October 30, 1953.

Under the terms of the maintenance agreement signed by the Court on June 17, 1953, and by the Highway Commission on June 26, 1953, the County assumes maintenance of and continues jurisdiction over the above named project as of the date of completion, October 30, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:[illegible]

19

RECEIVED
DEC [illegible]
FOR FILING

S-129(1)

[illegible]

December 22, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 30, 1953 on Contract No. 3982, Apiary Section in Columbia County, in connection with Federal Aid Project No. S-129 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

DM:sch

cc: John Cattrall

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 19, 1953

Kind of work Grading and Surfacing

Section Apiary

Section prefix 505-1024

Highway Rainier-Apiary County Road

Contract number 3982

Contractor M. L. O'Neil and Son

Date of completion October 30, 1953

Date of contract June 30, 1953

Estimated date of completion December 5, 1953

Date work started July 13, 1953

Per cent of time elapsed 172 %

Amount of contract $44,454.82

Estimated cost of completed project, exclusive of engineering $39,650.00

Per cent of contract completed, based on total contract price 90 %

Date project was completed 1[illegible]-20-53, 19

Engineering cost to date $3,358.24, 99 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was continued in the office on the final estimate.

Second and third notification of completion dates were submitted Friday.

NOTED
FORREST COOPER

Signed Frank E. Terpin

Address Box 52, Clatskanie

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.21	1.21			
Miles partially completed					
Miles completed	1.21	1.21			
Total estimated quantities	49,000	12,600			
Estimated quantities moved or placed to date	43,000	11,073			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy		
Tuesday	cloudy		
Wednesday	cloudy		
Thursday	rain		
Friday	rain		
Saturday	rain		

State Printing

RECEIVED
OCT 16 1953
FOR FILING

S-1531(1)

3-11-

October 15, 1953

M. L. O'Neil & Son
375 Horn Lane
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from September 30 to October 30, 1953 within which to complete your contract No. 3982, for grading and surfacing on the Apiary Section of the Rainier-Apiary Road in Columbia County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: J. D. Walker,
Division Engineer

Frank Turpin,
Resident Engineer

H. O. Smith,
Construction Engineer

Form PR 2 (Revised 1950)

S-129(1)

3993

CPR8

State Oregon

Project No. S-129(1)

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of March, 1953, a program, which was approved on the 27th day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 10th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-eight thousand, four hundred and 00/100 dollars ($28,400.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.63

GPO 10—11370-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Columbia County with the Highway Department. (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the NW 1/4, Section 14, T. 6 N., R. 3 W., W.M., and survey station 64+00 in the NE 1/4, Section 11, T. 6 N., R. 3 W., W.M., without exception, length 1.212 miles, in Columbia County, being Oregon Federal Aid / Secondary project No. S-129(1), consisting of 1.212 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-eight thousand, four hundred and 00/100 dollars ($28,400.00), which does not exceed the authorized Federal pro rata share of forty-five thousand, nine hundred fourteen and 55/100 dollars ($45,914.55), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

SEP 25 1953
OREGON SEP 22 1953
SEP 2 195
SEP 23 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-129 (1)

APIARY SECTION OF THE
RAINIER-APIARY ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 19, 1953

Type Code 2010
Roadway (Sta. 0+00 to Sta. 64+00)(Contract No. 3982)

All required		Clearing and Grubbing		$ 3,500.00
400	cu. yds.	Structural Excavation, Unclassified	$ 1.50	600.00
47,000	cu. yds.	General Excavation, Unclassified	0.28	13,160.00
40,000	yd. sta.	Short Overhaul	0.01	400.00
10	C-yd. sta.	Long Overhaul	1.00	10.00
1.21	mi.	Finishing Roadbed and Slopes	650.00	786.50
160	lin. ft.	12-inch Corrugated Metal Pipe	3.25	520.00
240	lin. ft.	18-inch Corrugated Metal Pipe	4.50	1,080.00
72	lin. ft.	60-inch Corrugated Metal Pipe	32.00	2,304.00
11,000	cu. yds.	Coarse Rock in Base	1.06	11,660.00
1,600	cu. yds.	3/4" - 0 Material in Base	4.15	6,640.00
270	M-gal.	Sprinkling	4.00	1,080.00
			Subtotal	$41,740.50
			10% Engr. & Cont.	4,174.05
			Total	$45,914.55

Length of Roadway	1.212 miles
Cost per mile	$37,883.29

Federal Funds	$28,400.00
State Funds	8,757.27
County Funds	8,757.28
	$45,914.55

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1929
Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-129 (1)

APIARY SECTION OF THE
RAINIER-APIARY ROAD IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 26, 1953

Type Code 2010
Roadway (Sta. 0+00 to Sta. 64+00)

All Required		Clearing and Grubbing		$ 5,500.00
400	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,200.00
47,000	cu. yds.	General Excavation, Unclassified	0.30	14,100.00
40,000	yd. sta.	Short Overhaul	0.02	800.00
10	C-yd. sta.	Long Overhaul	0.50	5.00
1.21	miles	Finishing Roadbed and Slopes	750.00	907.50
160	lin. ft.	12-inch Corrugated Metal Pipe	2.25	360.00
240	lin. ft.	18-inch Corrugated Metal Pipe	3.75	900.00
72	lin. ft.	60-inch Corrugated Metal Pipe	27.50	1,980.00
11,000	cu. yds.	Course Rock in Base	1.60	17,600.00
1,600	cu. yds.	3/4" - 0 Material in Base	3.50	5,600.00
270	M-gal.	Sprinkling	2.50	675.00

Subtotal	$49,627.50
10% Engr. & Cont.	4,962.75
Total	$54,590.25

Length of Roadway	1.212 miles
Cost per mile	$45,041.46

Federal Funds	$33,800.00
State Funds	10,395.12
County Funds	10,395.13
	$54,590.25

RECEIVED
FOR FILING

September 22, 1953

Request for extension of time
No. 29
September 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from M. L. O'Neil & Son for an extension of time on the Apiary Section, Contract No. 3982, from September 30, 1953 to October 30, 1953.

Extremely heavy rains during the month of August made operations on this contract practically impossible. Work has been carried on at all times when it was possible to operate equipment on the job, and I therefore recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS lg

RECEIVED
[illegible] 1953
FOR FILING

3-129(1)

[illegible]

August 12, 1953

M. L. O'Neil & Son
375 Horn Lane
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3982 awarded to you by the State Highway Commission, for grading and surfacing on the Apiary Section of the Rainier-Apiary Road, Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

ORECON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 21 1953
FOR FILING

S-129 (1)

3982

July 20, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 13, 1953, on Contract No. 3982, Apiary Section in Columbia County, in connection with Federal Aid Project No. S-129 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DSP:tp

RECEIVED
JUL 8 1953
FOR FILING

3920

file

MISC. CONTRACTS and
AGREEMENTS No.________

Salem, Oregon
July 6, 1953

[illegible] 152
[illegible] 9

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three fully executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Columbia County covering the Apiary Section of the Apiary-Rainier County Road, FAS 567.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Yours very truly,

Secretary

rn
Attach: 6

Oregon Project S-129(1)
FAS 567

RESOLUTION

WHEREAS, a County Road in Columbia County, State of Oregon, known as the Rainier-Apiary County Road, is routed through the County of Columbia, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Columbia County, the section adopted for improvement being more particularly described as follows; to wit:

> From a road junction at Apiary easterly and northerly to highway engineer's survey station 64+00, a distance of 1.212 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Columbia will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Columbia

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the **Rainier-Apiary** County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of **Columbia** County, Oregon, this 19th day of June 1953.

Attest:

County Clerk

By
County Judge

By Donald Parcher
County Commissioner

By
County Commissioner

JUL 3 1953

Form cc-12
Page 2

RECEIVED
JUL 7 1953

Form A-150 10M 12-52

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. [illegible]

Date July 2, 1953

Your Req. No.

Billing Request No. CC 48

Credit distribution: 505-1024-297

Columbia County

St. Helens, Oregon

Attn: County Court

NOTED
J. W. CATTRALL

Partial transfer of county share of total costs.
Apiary Section FAS project, Columbia County
Agreement dated June, 1953
The total advance deposit is $9,600 of which $1,000 is to remain in the advance deposit fund.

Advance Deposits	9,600.00
Partial transfer of Columbia County's advance deposit in connection with Apiary Section FAS project	8,600.00
To be retained	$1,000.00

NOTED
J. F. HAGEMANN

RECEIVED
JUL 7 1953
FOR FILING

S-189(1)

3782

July 6, 1953

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Columbia County one fully executed copy each of a Maintenance Agreement and a Finance Agreement between the State Highway Commission and Columbia County covering the Apiary Section of the Apiary-Rainier County Road, FAS 567.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

NOTED
Harold C. Ayers

July 2, 1953

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

This is to acknowledge receipt of an advance deposit in the amount of $9,600 in connection with the Apiary Section of the Rainier-Apiary County Road. Contract #3982 has been awarded to M. L. O'Neil and Son, and a copy is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
J. F. HAGEMANN

June 30, 1953

M. [illegible]
375 [illegible]
Eugene, [illegible]

Gentlemen:

The State Highway Commission on June 25th accepted your proposal for the Apiary Section of the Rainier-Apiary County Road about 6 1/2 miles southerly from Rainier in Columbia County for the sum of $41,740.50, and on the same day awarded Contract No. 3982 to you subject concurrence from the Bureau of Public Roads and provisions made by Columbia County for the deposit of $9,600. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ad

cc - W. M. Franzwa
H. G. Smith
S. H. Probert
Goldie Lewis

agenda
for confirmation

R

RECEIVED

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☐	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	LETTER TELEGRAM	☐
VICTORY LETTER	☐	SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 30, 1953
1:45 p.m.

M. L. O'Neil & Son
375 Horn Lane
Eugene, Oregon

The State Highway Commission today received satisfaction of condition govering award to you of contract for Apiary Section of Rainier-Apiary County Road in Columbia County for which you submitted low bid on June 25. Contract forms will be mailed you shortly for execution.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-129(1)

June 30, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-129(1), Apiary Section of the Rainier-Apiary Road, to M. L. O'Neil and Son of Eugene, Oregon, low bidder in the amount of $41,740.50 at the June 25, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1953
FOR FILING

S-129(1)

3982

June 30, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and rock base construction on the Apiary Section of the Rainier-Apiary County Road in Columbia County, Project S-129 (1), to M. L. O'Neil & Son of Eugene, Oregon, on the basis of the bid of $41,740.50 submitted on June 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED
JUN 30 1953
FOR FILING

S-1 [illegible](1)

3752

June 29, 1953

Mr. M. L. O'Neil & Son
375 Horn Lane
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 25, 1953 accepted your bid in the amount of $41,740.50 for grading and surfacing the Apiary Section of the Rainier-Apiary Road in Columbia County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U.S. Bureau of Public Roads and Columbia County has made provisions for the deposit of $9,600.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraph on page 5 under the heading Restriction on Commencement of Work.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc: H. G. Smith
S.H. Probert
W.M. Franzwa-SIAC

DONALD PARCHER, COMMISSIONER
RAINIER

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

June 26, 1953.

Mr. John W. Cattrall, ✓
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Cattrall:

Referring to your letter of June 25, 1953, inclosed herewith you will find Columbia Countys warrant in the sum of $9,600.00 covering the advance deposit of 20% of the estimated total cost of $47,858.06 of the Rainier-Apiary County Road, FAS 567.

Yours very truly,

Columbia County Court,

By: John W Whipple
County Judge.

Warrant 4899
for 9600⁰⁰ to Acctg
Del 6-29-53
F Query

JWW-w.

RECEIVED
JUN 29 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 29 1953
[illegible]

NOTED
J. W. CATTRALL

June 25, 1953

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
Harold C. Ayer

Gentlemen:

On June 25th the Highway Commission received a satisfactory bid from M. L. O'Neil & Son of Eugene for the construction of the Apiary Section of the Rainier-Apiary County Road, FAS 567. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Bid Items	$41,740.50
Remove spring house	800.00
Sub Total	$42,540.50
12-1/2% Engineering & Contingencies	5,317.56
Estimated Total Cost ..	$47,858.06
Advance Deposit of 20%.	$ 9,600.00

Please make this deposit by means of a warrant or check in the amount of $9,600 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
Harold C. Ayers

June 17, 1953

Honorable John W. Whipple
Columbia County Judge
St. Helens, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

Dear Judge:

This will acknowledge receipt of two copies of a finance agreement, seven copies of a maintenance agreement, and six copies of an encroachment resolution, all covering the proposed FAS project on the Rainier-Apiary County Road in Columbia County.

As soon as a satisfactory low bid is determined, I will inform you by telephone of the amount of the advance deposit required.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

DONALD PARCHER, COMMISSIONER
RAINIER

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE

ST. HELENS, OREGON

June 17, 1953

Oregon State Highway Department
Salem,
Oregon

Attention: John Cattrall

Dear Mr. Cattrall:

Referring to your letter of June 11, please find enclosed the two copies of agreement covering finances; the seven copies of the maintenance agreement, and six copies of the encroachment agreement duly signed by the County Court and attested by the Clerk with his seal attached.

Just as soon as the bids are opened on June 25, and the amount of advance deposit is determined, I will appreciate it if you will phone me as we wish to draw a warrant for the amount prior to July 1, 1953. In other words, we want to take the money out of funds appropriated by this year's budget.

Yours very truly,

COLUMBIA COUNTY COURT

John W. Whipple

County Judge

JWW:MM

Enclosures

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

June 11, 1953

NOTED
J. F. HAGEMANN

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the Apiary Federal Aid Secondary project on the Rainier-Apiary County Road, FAS Highway 567, which will be up for bid on June 25th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. A limit of $62,000 (total 1954 FAS allocation to Columbia County) has been set on the project; however, the estimated cost is $57,000. You will be notified immediately after bids have been received on June 25th of the amount of the advance deposit required.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than September 30, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolution, and return all copies of both agreements and six copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to June 19th.

If you have any questions on this matter, contact me or Mr. Hagemann, Assistant County-City Relations Engineer, at Salem 4-2171, Extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

LL

File

S-129

3782

June 10, 1953

S-129(1)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-129(1), Apiary Section of the Rainier-Apiary Road have today been recommended for approval subject to such changes as may be required by our Division Engineer.

This is to authorize your advertising for bids.

Please furnish the usual copies of county encroachment and maintenance resolutions.

Very truly yours,

Polk
G. G. Polk
District Engineer

RECEIVED
JUN 11 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

FORM E-30 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1953

SUBJECT: R/W 13788
Apiary Junction-East Section
Vernonia-Rainier County Road
Columbia County

To: Mr. J. D. Walker
Division Engineer
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Walker:

Enclosed are copies of options secured by Columbia County on the Apiary Junction-East Section of the Vernonia-Rainier County Road.

File No.	Name	Area
20341	James A. Swanson, et ux	4.45 acres
20433	Josephine M. McDonald & Colon McDonald	0.38 acre
20434	Grace Archibald and Earnest A. Archibald	0.38 acre
20435	Longview Fibre Company	Parcel 1-1.1 acre Parcel 2-0.5 acre
20436	John L. Mooney and Opal Rose Mooney	0.66 acre
20437	Owen P. Kellar, et ux	0.09 acre
20438	Bruce Wallace, et ux	0.92 acre
20439	William Arthur Howatt	1.80 acres

Yours truly,

R. L. PORTER
Right of Way Engineer

By

EARL F. SALING
Right of Way Office Mgr.

wo

cc: Mr. John F. Hagemann
Ass't County & City Relations Engineer
Salem, Oregon

cc: R. L. Porter

RECEIVED
1953

NOTED
J. W. CATTRALL

Salem, Oregon
May 28, 1953

NOTED
Harold C. Ayers

Mr. R. L. Porter
Right of Way Engineer

NOTED
J. F. HAGEMANN

I am returning herewith the following real estate option files:

#20341 #20436
#20433 #20437
#20434 #20438
#20435 #20439

The Columbia County Court has obtained signatures on all these options and if they are in order, this will clear the right of way on the Federal Aid Secondary project in Columbia County known as the Apiary Section. Bids will be called at the June meeting of the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

DONALD PARCHER, COMMISSIONER
RAINIER

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

May 25, 1953

RECEIVED
[illegible] 28 1953
ENGINEER
COUN[illegible] RELATIONS

Oregon State Highway Department
Salem,
Oregon

Attention: John Cattrall

Dear Mr. Cattrall:

Enclosed herewith please find option forms in duplicate for the right-of-way which we have acquired for the Apiary Junction-East Section of the Vernonia-Rainier road.

We obtained options from Mr. William A. Howatt and the Longview Fiber Company with the understanding that grantors have the right to remove any standing timber on the land to be deeded by them.

In this connection would it be possible to place the right-of-way stakes so that the exact boundary of the land in question could be determined in order that they might remove the standing timber thereon.

Yours very truly,

COLUMBIA COUNTY COURT

John W. Whipple
County Judge

JWW:MM

Enclosures

NOTED
J. W. CATTRALL

[illegible]

[illegible] [illegible] Columbia Co. [illegible] say
that [illegible] [illegible] [illegible] [illegible] [illegible]
signed [illegible] [illegible] [illegible] [illegible]
by the [illegible] [illegible] the land [illegible] timber [illegible]
and [illegible] [illegible] price for the land, [illegible]
the [illegible] figures [illegible] [illegible] price, and
then by selling [illegible] the price of the land will
not [illegible].

The [illegible] [illegible] to know if [illegible] not
[illegible] [illegible] [illegible] he is going to deal
with the [illegible] [illegible] (Sec.) and will make
[illegible] [illegible] the [illegible] from the county can
buy the land and [illegible].

[illegible] [illegible] any objection you can tell
[illegible] [illegible]

(4:30)

NOTED
J. F. HAGEMANN

Mar. 1953

NOTED
J. W. CATTRALL

May 13, 1953

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed is an additional option form for right of way to be acquired in connection with the Apiary Junction-East section of the Vernonia-Rainier County Road. This is the last parcel to be acquired and we have now forwarded forms covering all right of way required.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

720567

FORM E-30 25M 8-51 83319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1953

SUBJECT:
File No. 20435
Apiary Junction-East Section
Vernonia-Rainier County Road
Columbia County

To:
Mr. John W. Cattrall
County & City Relations Engr.
OFFICE

Dear Mr. Cattrall:

Herewith is the last of the option forms, in quadruplicate, for the property to be acquired by Columbia County in connection with the Apiary Junction-East Section of the Vernonia-Rainier County Road. The balance of the line was sent to you yesterday.

File No. 20435✓	Longview Fibre Company	Parcel	1	1.1	acres
		"	2	0.5	acre

Very truly yours,

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AE:ia

Encl. in quad.

cc - H. G. Benson
- R. L. Porter
- John W. Cattrall (in dup.)

RECEIVED
13 1953
ENGINEER

NOTED
Harold C. Ayers

May 12, 1953

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are option forms, in quadruplicate, for right of way to be acquired by Columbia County in connection with the Apiary-East FAS project. Also included is a list of options by Highway Department right of way file number.

In order to accept bids on this project at the June Highway Commission meeting, all right of way should be obtained by June 19th. Please return one signed copy of each option or deed, whichever is obtained, by that date.

We are forwarding under separate cover two prints of a map showing the location of the property involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

70n567

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1953

SUBJECT:
Apiary Junction-East Section
Vernonia-Rainier County Road
Columbia County

To:

Mr. John W. Cattrall
County & City Relations Engr.
OFFICE

Dear Sir:

Herewith are option forms, in quadruplicate, for right of way to be acquired by Columbia County for the Apiary Junction-East Section of the Vernonia-Rainier County Road, together with statements of information in duplicate.

Attached are two prints of 7B-20-20 on which we have stamped our date of May 8, 1953.

This project is scheduled for letting at the May 1953 commission meeting. One file, No. 20435, has been called back by the checking department for possible description change, and will be sent on to you as soon as it is received.

FILE NO.	NAME	AREA
20433✓	Josephine M. McDonald	0.38 acre
20434✓	Grace Archibald	0.38 acre
20436✓	John L. Mooney	0.66 acre
20437✓	Owen P. Kellar	0.09 acre
20438✓	Bruce Wallace	0.92 acre
20439✓	William Arthur Howatt	1.80 acres

Very truly yours,

Earl F Saling

EARL F. SALING
Right of Way Office Manager

RECEIVED
MAY 11 1953
ENGINEER
[illegible]

AE:ia

Encls. in quad.

cc - H. G. Benson
(with copy of map)
- R. L. Porter
- John W. Cattrall (in dup.)

NOTED
J. W. CATTRALL

NOTED
[illegible]ld C. Ayers

NOTED
J. F. HAGEMANN

April 24, 1953

Honorable J. W. Whipple
Columbia County Judge
Court House
St. Helens, Oregon

Dear Judge:

Enclosed are four copies of a revised option form (Hwy Dept. R/W File No. 20341) for right of way to be acquired from James A. Swanson in connection with the Apiary Junction-East project in Columbia County. Also enclosed is a map upon which the parcel of land as revised is shown shaded in green.

Please destroy the original option forms.

Very truly yours,

John W. Cattrall
Engr. Co. & City Relations

NOTED
J. W. CATTRALL

FORM E-30 25M 6-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1953

SUBJECT:
File No. 20341
Apiary Junction-East Section
Vernonia-Ranier County Road

To: Mr. John W. Cattrall
County & City Relations Engineer
OFFICE

Dear Mr. Cattrall:

We have today handed to Mr. Fred Hagemann, of the County and City Relations Division, a revised option form, in quadruplicate, for the Swanson property to be acquired by Columbia County for right of way on the Apiary Junction-East Section of the Vernonia-Ranier County Road.

File No. 20341	James A. Swanson	4.45 acres
	Nellie J. Swanson	4.45

75

Very truly yours,

Earl F Saling
EARL F. SALING
Right of Way Office Manager

AE:ia

cc - for Mr. Cattrall's office
- R. L. Porter
- H. G. Benson

RECEIVED
APR 23 1953
ENGINEER
C[illegible] [illegible]IONS

NOTED
J. W. CATTRALL

FORM E-30 25M 9-51 83318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1953

SUBJECT:
File No. 20341
Apiary Junction-East Section
Vernonia-Ranier County Road

To: Mr. John W. Cattrall
County & City Relations Engineer
OFFICE

Dear Mr. Cattrall:

We have today handed to Mr. Fred Hagemann, of the County and City Relations Division, a revised option form, in quadruplicate, for the Swanson property to be acquired by Columbia County for right of way on the Apiary Junction-East Section of the Vernonia-Ranier County Road.

File No. 20341	James A. Swanson	4.45 acres
	Nellie J. Swanson	4.45

75

Very truly yours,

Earl F Saling
EARL F. SALING
Right of Way Office Manager

AE:ia

cc - for Mr. Cattrall's office
- R. L. Porter
- H. G. Benson

RECEIVED
APR 23 1953
ENGINEER
[illegible]

NOTED
J. W. CATTRALL

xx 164

NOTED
Harold C. Ayers

Mr J.D.Walker,
Division Engineer
Oregon State Highway Department
State Highway Building
Salem,Oregon,

NOTED
J. F. HAGEMANN

Dear Sir:

Several days ago, Judge Whipple of the Columbia County Court,called me by telephone and asked me to meet with the County Court and accompany them to interview Mr Jas A. Swanson about right of way through his property on the Apairy East Section as I could perhaps explain details of construction to Mr Swanson.

At the time I was busy on private work and not able to get away until Friday, April 24th.We went to the Swanson place and Mr Swanson understands where the line runs.The Court agreed to pay him his asking price of $75.00 per acre for land outside present right of way and to pay for new fences on the right of way lines.Mr Swanson's greatest concern was his spring and pump house.As no definte plans were furnished to the County Court,I explained to them and Mr Swanson that a concrete cover would be put over the ~~x~~ top of the concrete walls now around the spring,walls strengthened if necessary and a 30" x 30" concrete tunnel run from the West wall out beyond the fill slopes for an inspection entrance and for the pipe from the spring box to the pump and the pump house installed beyond this. This would involve a new pump house which need not be larger than 4 x 5 feet. Mr Swanson is satisfied and agrees to this and to sign option and deed as soon as prepared.I told Mr Swanson that a culvert would be put through the fill at this point and no surface water permitted to settle into the spring or drain from the road into the spring.

The County Court is well pleased to have made a satisfactory arrangement with Mr Swanson and feel that the rest of the right of way will be easy to obtain. The County Court is paying me for my time and car mileage.

I think that the settoment is fair and the principal item was the spring. I believe that the arrangement mentioned will be about as easy and cheap to install as any and is what I had in mind during location.This should clear up the project for early letting.

Yours truly,

J.K.Scott

cc Mr John Cattrall

NOTED
J. W. CATTRA

NOTED
Harold G. Ayers

April 17, 1953

Columbia County Court

St. Helens, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed is an option form in quadruplicate for right of way to be acquired by Columbia County in connection with the Apiary Junction-East project on FAS Highway No. 567. Also enclosed are two prints of a map showing the property to be acquired.

Please return one signed copy of the option to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-90 20M 9-51 82819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1953

SUBJECT: File No. 20341
Apiary Junction-East Section
Vernonia-Rainier County Road

To: Mr. John W. Cattrall
County & City Relations Engineer
OFFICE

Dear Mr. Cattrall:

Herewith is an option form, in quadruplicate, for right of way to be acquired by Columbia County for the Apiary Junction-East Section of the Vernonia-Rainier County Road.

This project is scheduled for letting in May 1953.

Attached are two prints of 7B-20-20, with our date of April 15, 1953 stamped thereon.

File No. 20341 James A. Swanson 4.02 acres

Very truly yours,

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AE:ia

Encl. in quad.

cc - G. E. Rohde
- R. L. Porter

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Apiary Junction - East
Highway: FAS 567
County: Columbia
Prefix: 505-1453
Res. Eng.: V. D. Wolfe
Length of Project: 1.21 Miles
Stations 0+00 to 64+00

The recommended total thickness of base course and wearing surface is 16 inches. Design data is attached.

Submitted by McGill
Soils Engineer

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
Ass't. State Highway Engineer

cc Ass't. State Highway Engineer ✓
Construction Engineer
Soils Engineer
Engineer of Materials
Division Engineer (J. D. Walker)
Resident Engineer (V. D. Wolfe)

5/8/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Apiary Junction - East

Highway: FAS 567

County: Columbia

Prefix: 505-1453

Res. Eng.: V. D. Wolfe

Length of Project: 1.21 Miles

Stations: 0+00 to 64+00

Location			Soil Characteristics				Required Thickness Traffic		
Station	Depth	% Pass 200	LL	PI	Value	Silt	Light	Medium	Heavy
5+00	1'-2'	82.8	33	8	11	55.1		16"	
27+00	2'-3'	86.6	40	18	13	54.3		16"	
34+00	1'-2'	85.5	33	6	12	59.5		16"	
42+00	1'-2'	87.4	45	22	17	50.7		15"	

NOTED
J. W. CATTRALL

Salem, Oregon
April 30, 1953

NOTED
Harold C. A[illegible]

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

At a meeting this date the Columbia County Court requested that the Apiary-East county FAS project be confined to grading, base rock, and crushed rock leveling course with the oil mat omitted from the FAS project. The county, with its own forces, will place a binder course to hold the crushed rock through the winter and will place an oil mat next summer.

John W. Cattrall
Engineer, County and City Relations

JFH:MM

cc: Mr. V. G. O'Neil
Mr. J. W. Nash

7a. 567

NOTED
Harold C. Ayers

Salem, Oregon
April 28, 1953

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

The enclosed field data for the Apiary-East project in Columbia County has been examined and appears - with one exception - to be consistent with the project as proposed by the county and approved by the Highway Commission, and the field estimate is within the available funds of $62,000.

The project as originally proposed called for an O-11 rather than an O-9 as presently shown. Earlier field data indicated that there would not be sufficient funds to include an oil mat and the county had agreed to confine the project to grading and rock base and leveling course which county forces would oil next year. It might be that the county would still prefer to handle it this way and carry over any unused FAS funds until next year. This matter will be discussed with the County Court on Friday, May 1st, and you will be advised of its decision.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

cc: Mr. V. G. O'Neil

DONALD PARCHER, COMMISSIONER
RAINIER

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

NOTED
J. W. CATTRALL

February 5, 1953

NOTED
Harold C. Ayers

John W. Cattrall ✓
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

We wish to thank you for your letter of January 30, 1953 advising the Total Capital Funds for programming in 1954 and 1955 as well as the proposed projects listed.

We appreciate the State's approval of this project and assure you that Columbia County will do everything required of it to insure its satisfactory completion.

Yours very truly,

COLUMBIA COUNTY COURT

John W. Whipple
County Judge

NOTED
J. F. HAGEMANN

JWW:mm

140567

RECEIVED
FEB 6 1953
ENGINEER
COUNTY & [illegible] [illegible]IONS

NOTED
Harold C. Ayers

January 30, 1953

Columbia County

St. Helens, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Columbia County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Columbia County, this will be approximately $12,400 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

7a-567

COLUMBIA COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $62,000
1955 - $62,000

PROPOSED PROJECTS:

1954 - FAS 567 from the Apiary Junction easterly, a distance of approximately 1.4 miles. Grade, place base rock and level course, and 18' wide O-11.

1955 - To be selected at later date.

REMARKS: None.

Tab 3-53

NOTED
J. W. CATTRALL

FORM E-90X 25M 4-52

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27th, 1953

NOTED
Harold C. A

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Building

Dear Sir:

Referring to the F.A.S. Program on County Roads, particularly to F.A.S. 567 in Columbia County (Apiary Junction), please design this section with a 26-foot top width, using 3-foot shoulders and a 20-foot oil.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: John Cattrall

RECEIVED
[illegible] 8 1953

NOTED
J. F. HAGEMANN

F-92(4) Moon Cr. & John Day River 1953
Bridges
#3983

RECEIVED
SEP 23 1954
FOR FILING

[illegible]

September 21, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Mr. Geo. C. Stephens

Dear Sir:

This is to acknowledge your letter of September 15th to which was attached three copies of a claim filed with your office by J. M. Arens against Loree Building Service. The claim is for $395.00 for equipment rental furnished on Contract No. 3983, your file No. 3463.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:mdm

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 15, 1954

3983

Mr. [illegible], Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by J. [illegible] Arenz, for rental of equipment in the sum of $395.00 against the bond taken from United States Fidelity & Guarantee Co., surety, and [illegible] Building Service, Principal, for the work of Oregon State Highway Commission for building Moon Creek and John Day River Bridges, Grant County, Oregon, file No. [illegible].

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Lee C Stephens
Clerk
Records Division

[illegible]
Inc.

RECEIVED
SEP 20 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CAR
9-15-54

RECEIVED
SEP 23 1954
FOR FILING

September 21, 1954

United States Fidelity and Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by J. M. Arens against Loree Building Service. The claim is in the sum of 395.00 for rental of a 1 1/2 cubic yard shovel on State Highway Contract No. 3983 for construction of the Moon Creek and John Day River bridges onthe John Day Highway in Grant County.

We provide this information as your company appears assurety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:mdm
Attach.

cc - Loree Building Service
Box 310
La Grande, Oregon

NOTED ON CARD

COPY

COPY

J. M. [illegible]
Road Construction
General Contractor

Phone
[illegible] 1569

[illegible] N. E. Columbia Blvd.
Portland 11, Oregon

[illegible], 1951

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, J. M. [illegible], has a claim for rental of a Northwest 1½ [illegible] Shovel, Transport Truck and D 8 Tractor in the sum of [illegible] ninety five dollars ($[illegible]5.00) against the [illegible] United States Fidelity & Guaranty Co., Portland Trust Bldg., Portland, Oregon [illegible] Building Service, La Grande, Oregon for the work of Oregon State Highway Commission job building [illegible] Creek and [illegible] River Bridges, Grant County, Oregon.

s/ J. M. [illegible]
J. M. [illegible]
Owner

FILED
File No. [illegible]
[illegible]
[illegible]

RECEIVED
SEP 14 1954
FOR FILING

Jewis &

September 10, 195

Mr. J. M. Arenz
1601 N. E. Columbia Boulevard
Portland 11, Oregon

Attention: Mr. Blake Hopwood

Dear Sir:

We have your letter of September 8 to which was attached a statement in the amount of $395.00 for equipment rental furnished to Loree Building Service on Contract No. 3983 for construction of bridges on the Noon Creek and John Day River on the John Day Highway in Grant County. The statement as submitted provides all the detail that we need for our records.

We would like to make the suggestion that you also file your claim with the Secretary of State. When you make such a filing you can protect your claim against the bond for a period longer than six months after the contract has been accepted by the Highway Commission. The contract was accepted by the Commission on June 23, 1954, and final payment was mailed to the contractor on July 28.

Your claim will be entered in our records and we will also notify the surety and the contractor that it has been received.

Attached is an excerpt from the Oregon Laws outlining the procedure necessary for filing with the Secretary of State.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm 9/9
Attach.

NOTED ON CARD
9-16-54

J. M. ARENZ
ROAD CONSTRUCTION
GENERAL CONTRACTOR

PHONE
GARFIELD 1569

1601 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON

September 8, 1954

Oregon State Highway Commission
Salem, Oregon

3983

Gentlemen:

Enclosed you will find statement to Loree Building Service, LaGrande, Oregon for rental of equipment on their Oregon State Highway Commission job building Moon Creek and John Day river bridges, Grant county, Oregon. Mr. Loree has filed bankruptcy and today we sent a copy of our statement to his bonding company, United States Fidelity & Guarantee Co., Portland Trust Bldg., Portland, Oregon. We were told that we should also send a copy of our statement to you for your records.

Please let us know if there is any further information needed regarding this matter.

Very truly yours,

Blake Hopwood

Blake Hopwood
Office Manager

RECEIVED

STATEMENT

J. M. ARENZ
ROAD CONSTRUCTION
GENERAL CONTRACTOR

Loree Building Service
LaGrande, Oregon

September 7, 1954

Statement for rental of equipment used on Moon Creek & John Day River Bridges, John Day Highway, Grant County:

March 13, 1954:	
Northwest 1½ cu yd Shovel fully operated including oiler	
7½ hrs — $20.00 per hr.	$ 150.00
Northwest 1½ cu yd Shovel moving & rigging from	
Moon Creek Pit 1½ hrs @ $20.00	30.00
Transport Truck 7½ hrs @ $10.00	75.00
March 14, 1954:	
Northwest Shovel fully operated 4 hrs @ $20.00	80.00
March 14 & 15, 1954:	
D-6 Tractor & Dozer fully operated 6 hrs @ $10.00	60.00
Total Due:	$ 395.00

RECEIVED
SEP 14 1954
FOR FILING

F- C43 (4)
3983

Lewis

September 10, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

We have received a statement from J. M. Arens in the amount of $395.00 for equipment rental furnished to Loree Building Service in construction of the Noon Creek and John Day River bridges on the John Day Highway in Grant County on our contract No. 3983.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm 9/9

cc - Loree Building Service
Box 310
LaGrande, Oregon

NOTED ON CARD
9-11-54

RECEIVED
FOR FILING

[illegible]
3983

Mrs Lewis

September 2, 1954

United States Fidelity & Guaranty Company
Karl H. Doerre, Agent
201 Portland Trust Building
Portland 4, Oregon

Gentlemen:

The United States Fidelity and Guaranty Company appears as surety on the bond furnished by Loree Building Service in connection with its contract with the State Highway Commission for construction of bridges over Noon Creek and the John Day River on the John Day Highway in Grant County, State Highway Contract No. 3983. Received in today's mail was a letter from Mr. Wesley J. Shackman, Box 616, LaGrande, Oregon, advising of his claim against this job, the amount of which is $150.

Trusting that you will give this claim the attention that it merits, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Loree Building Service
P. O. Box 310
LaGrande, Oregon

NOTED ON CARD
9-2-54

RECEIVED
FOR FILING

Mrs Lamb

September 2, 1954

Mr. Wesley J. Shackman
Box 616
LaGrande, Oregon

Dear Mr. Shackman:

Just received in this office was your note, dated August 20, 1954, advising of your claim against Loree Building Service for services rendered that company in connection with their contract with the State Highway Department for construction of the John Day River Bridge on the John Day Highway in Grant County, State Highway Contract No. 3983. It is noted that the Loree Building Service owes you a balance of $150.

Inspection of our records reveals that final payment for work performed under this contract was released on July 28, 1954; however, your claim is protected by the bond furnished by Loree Building Service in connection with this job. The bond was written by the United States Fidelity and Guaranty Company for whom Karl H. Doerre is local agent with offices in Room 201 Portland Trust Building, Portland 4, Oregon.

I would suggest that you file notice of your claim with the bonding company and also that you file notice with the Secretary of State in conformity with the provisions of the statutes covering such matters. I enclose for your ready reference excerpts from the law which you can use as a guide. By filing your claim with the Secretary of State the bonding company can be held responsible for satisfaction of your claim for a longer period than six months from the date of acceptance of the contract by the Highway Commission. Incidentally the Highway Commission accepted the job on June 23, 1954, so your claim should be filed with the Secretary of State before December 23, 1954.

In conformity with our usual practice I am bringing your claim to the attention of the bonding company and Loree Building Service.

Trusting that you receive satisfaction of your claim in the not distant future, I remain

Respectfully yours,

HBG

Secretary
OREGON STATE HIGHWAY COMM.

NOTED ON CARD
9-2-54

HBG:jmc
Encl.

cc: F. Query

RECEIVED
AUG 18 [illegible]
FOR FILING

F - 1[illegible]
3[illegible]

Jervis

STATEMENT

Aug 20 1934

M Wesley J Shockman
E. C. Cove Forest Dept.
La Grande Ore

To State Highway Dept Const Dep Dr.

Work on John Day Bridge	231 00

I sent statement after statement to Mr Jones. he said he had it in but never received Check

He has pay on this bill $50.00 in Check and 31 in other material leaving $150.00

I would like to hear from you on this [illegible] going over to the Bonding Co.

ANSWERED
H. B. GLAISYER

[illegible] ON CARD
8-25-34

[illegible] ON CARD
8-21-34

RECEIVED
AUG 18 1954
FOR FILING

F - [illegible]

Jenvis

August 4, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms, Manager

Gentlemen:

We have received a letter from the State Industrial Accident Commission in which they write that Loree Building Service owes them $1,474.75 in unpaid contributions on State Highway Contract No. 3283 for the Noon Creek and John Day River bridges on the John Day Highway in Grant County; also, that the Accident Commission has a claim in the sum of $49.57 for unpaid contributions on Contract No. 4042 for construction of a maintenance building in Athens.

This information is provided as your company appears as surety on the two contracts mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Loree Building Service
Box 31
La Grande, Oregon

[illegible]
8-11-54

Lewis

July 29, 1954

State Industrial Accident Commission
Public Service Building

Attention: H. E. Osborn, Assistant Commissioner

Gentlemen:

We have your letter of July 27 in which it is stated that the Industrial Accident Commission has the following claims against Loree Building Service:

Noon Creek & John Day River, #3983,	$1,474.75
Richland Maintenance Building, #3886,	?
Athena Maintenance Building, #4042,	$ 49.57

Although it is not an important matter, it will aid us in filing in our contract records, if a separate letter could be written for each claim.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

NOTED ON CARD
7-27-54

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION. Collections Division

July 27, 1954

4042 - #49.57
3983 - 1474.75
3886 - ?

[illegible]

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $49.57 against the bond taken from U. S. Fidelity and Guaranty Company on State Highway Contract #4042 known as the Athena Maintenance Building, Umatilla County; a claim for $1,474.75 against the bond taken from U. S. Fidelity and Guaranty Company on State Highway Contract #3983 known as the Moon Creek and John Day River Bridges, Grant County; and a claim against the bond taken from Massachusetts Bonding Company on State Highway Contract #3886 known as the Richland Maintenance Building, Baker County, because of the failure of Mr. Melvin C. Loree, dba Loree Building Service to pay the contributions due.

We understand that these contracts have now been completed.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

H E Osborn
H. E. Osborn
Assistant Commissioner

HEH:hg
REGISTERED
cc - U. S. Fidelity & Guaranty Company
201 Pacific Trust Building
Portland, Oregon

- Massachusetts Bonding Company
Lumbermens Building
Portland, Oregon

RECEIVED
JUL 28 1954
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO [illegible] BY SECRETARY

[illegible]

7-27-54

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 27, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3983	9-final	LOREE BLDG. SERVICE	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15174	R-100053	$ 3,870.72	7/27/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: June 17, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None outstanding of record

Remarks:

Pay't was assigned to U.S. Fid. & G. Co. c/o J. A. Boyce & was mailed to them 7-28-54

JUL 28 1954

Date: 7-[illegible]-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

JUL 28 1954

Warrant Mailed: ~~[illegible]~~

NOTED ON CARD

RECEIVED
JUL 27 1954
FOR FILING

~~[illegible]~~ Jews

3983

July 26, 1954

Yokom and Campbell
Grant County Bank Bldg.,
John Day, Oregon

ATTENTION: J. R. Campbell

Dear Sir:

Thank you for your letter of July 22nd stating that the claim of the John Day Gravel Company against the Loree Building Service on contract No. 3983 has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD
7-26-54

LAW OFFICES
YOKOM AND CAMPBELL
GRANT COUNTY BANK BLDG.
JOHN DAY, OREGON

ORVAL D. YOKOM
J. R. CAMPBELL

July 22, 1954

State Highway Commission
Salem,
Oregon

ATTENTION: H. B. Glazier

Gentlemen:

This will acknowledge receipt of your letter of July 16, 1954, requesting the present status of the claim of the John Day Gravel Company against Loree Building Service in connection with the construction of the Moon Creek and John Day bridges on the John Day Highway being State Highway contract number 3983.

Please be advised that this claim has been paid in full.

Very truly yours,

YOKOM & CAMPBELL

By: J. R. Campbell

JRC:hm

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
JUL 26 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
7-22-54

RECEIVED
JUL 27 1954
FOR FILING

3983

July 26, 1954

United States Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland, Oregon

ATTENTION: Karl H. Doerre

Dear Sir:

A letter has been received from Yokom and Campbell representing the John Day Gravel Company in which they state that the Gravel Company's claim against Loree Building Service has been paid in full.

This claim concerning which we previously notified your office, was in the amount of $1,600.00 for sand and gravel furnished on contract No. 3983 for construction of the Moon Creek and John Day bridges on the John Day Highway in Grant County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: Loree Building Service
Box 310
LaGrande, Oregon

NOTED ON CARD

7-26-54 gl

RECEIVED
FOR FILING

F-7. (4)

Orval D. Yokom
J. R. Campbell [illegible]

COPY FOR MR. R. H. Baldock
From H. B. Glaisyer, Secretary

Law Offices
YOKOM AND CAMPBELL
Grant County Bank Bldg.
John Day, Oregon

July 22, 1954

State Highway Commission
Salem
Oregon

ATTENTION: H. B. Glazier

Gentlemen:

This will acknowledge receipt of your letter of July 16, 1954, requesting the present status of the claim of the John Day Gravel Company against Loree Building Service in connection with the construction of the Moon Creek and John Day bridges on the John Day Highway being State Highway contract number 3983.

Please be advised that this claim has been paid in full.

Very truly yours,

YOKOM & CAMPBELL

/s/ J. R. Campbell

By:
J. R. Campbell

JRC:hm

COPY

Portland 114 6-52

RECEIVED
JUL 1 1954
FOR FILING

F 9. (4)

[illegible]

CARBON COPY FROM
UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

REFERRED TO
BY SECRETARY

July 20, 1954

John Day Gravel Company
John Day,
Oregon

Gentlemen:

State Highway Contract No. 3983
Re: 54-S-209 - Loree Building Service

We have just received a letter dated July 16th 1954 from the Oregon State Highway Department advising that their records show that you have made claim against Loree Building Service in the amount of $1,600.00 for materials furnished.

This amount has been paid quite some time ago, and I would appreciate it, if you would as soon as possible write the Oregon State Highway Commission that you have been fully paid, in order that their records will be complete.

I am sending a copy of this letter to attorneys Yokom and Campbell.

Kindly give this request a priority and send us a copy of your letter to the Highway Commission.

Thanking you in advance, I Remain,

RECEIVED
JUL 21 1954
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Jos. A. Boyce

Jos. A. Boyce
Supt. of Claims

JAB:gc

cc: Attorneys Yokom and Campbell-Grant County Bank Building, John Day, Oregon
cc: Oregon State Highway Department - Salem, Oregon
cc: Home Office Surety Claims - C. P. Bundy

NOTED ON CARD

7-20-54

RECEIVED
JUL 1 9 1954
FOR FILING

F- 11

3983

July 16, 1954

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 3983 for construction of Noon Creek and John Day River Bridges on the John Day Highway in Grant County was completed by the contractor, Loree Building Service, on June 17 and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $3,870.72 will be released on or after July 26, 1954, providing outstanding claim is satisfied and this office advised, and the warrant mailed to Jos. A. Boyce, Superintendent of Claims, as requested by you. The total contract amount is $52,762.70 and no force account work was performed on the project.

There is a claim filed against this contract by the John Day Gravel Company for sand and gravel furnished in the sum of $1,600.00, of which you have been previously advised.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-16-54

RECEIVED
JUL 19 1954
FOR FILING

July 16, 1954

Yokom and Campbell
Grant County Bank Bldg.
John Day, Oregon

Gentlemen:

We have on record an affidavit of claim filed by you on behalf of John Day Gravel Co. against Loree Building Service in connection with the construction of the Noon Creek and John Day River Bridges on the John Day Highway in Grant County. This project bears state highway contract No. 3983. The claim in in the amount of $1,600.00 covering sand and gravel furnished during the months of November and December, 1953.

Please advise this office at your earliest convenience at to the present status of this claim.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

6-16-54 gl

Lewis

RECEIVED
FILE NO.
F-11(1)
3983

June 21, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms
Manager

Gentlemen:

We have received a letter from Morgan Truck Service, Inc., in which they write that they have received the sum of 12.14 in payment for freight charges furnished on State Highway Contract No. 3983 for construction of bridges over Noon Creek and the John Day River on the John Day Highway in Grant County. This bill, they state, was paid on June 7, 1954.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:md

cc - Loree Building Service
Box 310
La Grande, Oregon

NOTED ON CARD
6-21-54

Lewis

RECEIVED
FOR FILING

F-1-(1)
3983

June 21, 1954

Morgan Truck Service, Inc.
3 Flags Highway
John Day, Oregon

Attention: Mr. Erle O. Anderson

Gentlemen:

Thank you for your letter of June 17 stating that Loree Building Service have paid you $12.14 for freight charges on State Highway Contract No. 3983.

We will notify the contractor and the surety that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

6-21-54 / 5

Lewis

RECEIVED
FOR FILING

F-1.(1)

3983

June 21, 1954

Morgan Truck Service, Inc.
3 Flags Highway
John Day, Oregon

Attention: Mr. Erle O. Anderson

Gentlemen:

Thank you for your letter of June 17 stating that Loree Building Service have paid you $12.14 for freight charges on State Highway Contract No. 3983.

We will notify the contractor and the surety that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

6-21-54 g

John Day Phone 17

Portland Address
1208 S. E. Ninth Avenue
Fl. 6521

MORGAN TRUCK SERVICE, INC.
Main Office
3 FLAGS HIGHWAY
JOHN DAY, OREGON

June 17, 1954

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query

Gentlemen:

In reference to your letter of June 2, 1954 regarding unpaid freight charges by Loree Building Service, La Grande, Oregon we wish to advice you that they made payment of these charges June 7, 1954.

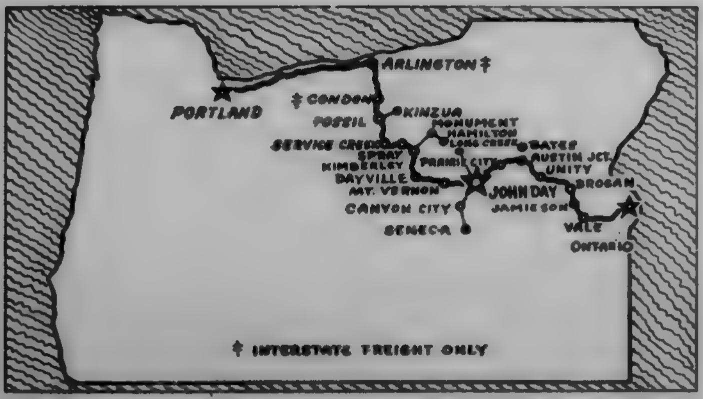
The total amount as paid by Loree Building Service was $12.14.

We wish to thank you very much for your services.

Respectfully yours,

Morgan Truck Service, Inc.
Erle O. Anderson
Erle O. Anderson

EA:ea


ARLINGTON ‡
PORTLAND
‡ CONDON
FOSSIL
KINZUA
MONUMENT
HAMILTON
LONG CREEK
SERVICE CREEK
SPRAY
KIMBERLEY
DAYVILLE
MT. VERNON
PRAIRIE CITY
BATES
AUSTIN JCT.
UNITY
BROGAN
JOHN DAY
JAMIESON
CANYON CITY
SENECA
VALE
ONTARIO
‡ INTERSTATE FREIGHT ONLY

NOTED ON CARD
6-17-54 gl

RECEIVED
JUN 18 1954
STATE [illegible] COMMISSION

RECEIVED
JUN 3 1954
FOR FILING

F 7.11

3983

June 2, 1954

Mr. George C. Bottoms, Manager
U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Dear Mr. Bottoms:

We have received a letter from the Morgan Truck Service, Inc., John Day, stating that Loree Building Service owes them $12.14 consisting of freight charges furnished while the contractor was building bridges for the state between John Day and Dayville. It appears that the contract to which they refer is the Noon Creek and John Day River Project on the John Day Highway in Grant County, known as State Highway Contract No. 3983.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FA:md

cc - Loree Building Service
Box 310
LaGrande, Oregon

NOTED ON CARD
6-3-54

RECEIVED

FOR FILING

3983

June 2, 1954

Morgan Truck Service, Inc.
3 Flags Highway
John Day, Oregon

Attention: Mr. Erle O. Anderson

Gentlemen:

We have your letter of May 27 concerning a claim you have against Loree Building Service for freight charges in the amount of $12.14 for the construction of bridges between John Day and Dayville.

Your claim appears to pertain to State Highway Contract No.3983 awarded to Loree Building Service for construction of the Noon Creek and John Day River Bridges on the John Day Highway in Grant County. To date this contract has not been completed and the State is withholding a retained percentage. Payments are not made directly to the claimants, but final payment is usually withheld until claims have been satisfied.

The United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the bond with this contract which assures satisfactory completion of the work and payment of bills incurred in the contract.

If you feel that it is necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission you might wish to file your claim with the Secretary of State. For your convenience in so doing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

NOTED ON CARD
6-2-54, gl

FAQ:md
Attach.

John Day Phone 17

Portland Address
1208 S. E. Ninth Avenue
Fl. 6521

MORGAN TRUCK SERVICE, INC.
Main Office
3 FLAGS HIGHWAY
JOHN DAY, OREGON

May 27, 1954

3983

Oregon State Hiway Commission
Salem, Oregon

Gentlemen:

We have outstanding against Loree Building Service, La Grande, Oregon freight charges in the amount of $12.14 which this company incurred with us while building bridges for the State between John Day, Oregon and Dayville, Oregon.

To date, Lorree Building Service has failed to pay the above charges and we would like to place a claim against any amount they may have coming from the State.

It is our understanding that the State withholds a certain percentage of contracts let on such jobs so as to protect any creditors.

Please advice us on this matter.

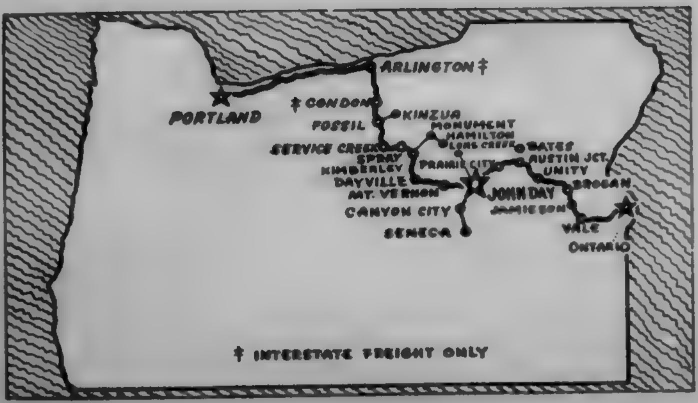
Very truly yours,

Morgan Truck Service, Inc.

Erle O. Anderson

Ea:ea

Erle O. Anderson
Bookkeeper


ARLINGTON ‡
PORTLAND
‡ CONDON
KINZUA
FOSSIL
MONUMENT
HAMILTON
LONG CREEK
SERVICE CREEK
SPRAY
KIMBERLEY
DAYVILLE
MT. VERNON
PRAIRIE CITY
BATES
AUSTIN JCT.
UNITY
JOHN DAY
BROGAN
JAMIESON
CANYON CITY
SENECA
VALE
ONTARIO
‡ INTERSTATE FREIGHT ONLY

RECEIVED
JUN 1 1954
OREGON
STATE HIGHWAY COMMISSION

5-27-54

Lewis

RECEIVED
FEB 3 - 1954
FOR FILING

F-2 (1)

3972

February 1, 1954

Mr. W. Talbot Sinclair, Manager
U. S. Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

We have received from Yocom and Campbell, Attorneys, with address in the Grant County Bank Bldg. in John Day, an affidavit of claim in behalf of John Day Gravel Co. against Loree Building Service in connection with the construction of the Noon Creek and John Day River Bridges on the John Day Highway in Grant County. This project bears state highway contract No. 3983. The claim is for sand and gravel furnished during the months of November and December, 1953, in the sum of $1,600. We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

Mr. Karl H. Doerre
201 Portland Trust Bldg.
Portland, Oregon

Loree Building Service
Box 310
LaGrande, Oregon

2-1-54

RECEIVED
FEB 3 - 1954
FOR FILING

F-1(1)

3983

Lewis

February 1, 1954

Mr. W. Talbot Sinclair, Manager
U. S. Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

We have received from Yocom and Campbell, Attorneys, with address in the Grant County Bank Bldg. in John Day, an affidavit of claim in behalf of John Day Gravel Co. against Loree Building Service in connection with the construction of the Noon Creek and John Day River Bridges on the John Day Highway in Grant County. This project bears state highway contract No. 3983. The claim is for sand and gravel furnished during the months of November and December, 1953, in the sum of $1,600. We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

Mr. Karl H. Doerre
201 Portland Trust Bldg.
Portland, Oregon

Loree Building Service
Box 310
LaGrande, Oregon

2-1-54

Lewis R

RECEIVED
FEB 3 - 1954
FOR FILING

F-92(4)

3983

February 1, 1954

Yocom and Campbell
Grant County Bank Bldg.
John Day, Oregon

Attention: J. R. Campbell

Gentlemen:

As requested in your letter of January 29, we are sending by separate mail, a certified copy of contract and bond No. 3983 awarded to Loree Building Service for construction of the Neon Creek and John Day River Bridges. According to the affidavit with your letter, it appears that the John Day Gravel Co. has a claim against Loree Building Service in the sum of $1,600. In our routine procedure, we will note the claim in our records and also advise the contractor and the surety that it has been received.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

2-1-54

LAW OFFICES
YOKOM AND CAMPBELL
GRANT COUNTY BANK BLDG.
JOHN DAY, OREGON

ORVAL D. YOKOM
J. R. CAMPBELL

January 29, 1954

3983

State Highway Department
Salem, Oregon

Gentlemen:

Please find enclosed the Affidavit of J. A. Retherford, a partner of John Day Gravel Company, requesting a certified copy of the contract and bond between Loree Building Service of La Grande, Oregon, and the Oregon State Highway Commission.

This request is made by virtue of O.R.S. Sec. 279.512.

Very truly yours,

YOKOM & CAMPBELL

By:
J. R. Campbell

Enc.
JRC:wl

REFERRED TO
BY SECRETARY

1-29-53

STATE OF OREGON)
) ss.
County of Grant)

I, J. A. RETHERFORD, being first duly sworn, on oath do depose and say:

That I am one of the partners of the JOHN DAY GRAVEL COMPANY.

That during the months of November and December 1953, and during the month of January, 1954, I furnished $1,600.00 worth of sand and gravel to LOREE BUILDING SERVICE in connection with the construction of the Mt. Vernon and Moon Creek Bridges.

That said Bridges are being constructed under Contract between the LOREE BUILDING SERVICE, Box 310, La Grande, Oregon, and the OREGON STATE HIGHWAY COMMISSION. Said Contract is dated July 1, 1953, and is numbered 3983.

That under and by virtue of O.R.S. Sec. 279.512, I respectfully request the OREGON STATE HIGHWAY COMMISSION to forward to the JOHN DAY GRAVEL COMPANY a certified copy of said Contract and Bond.

J A Retherford

SUBSCRIBED and SWORN to before me this 26th day of January, 1954.

Notary Public for Oregon

My commission expires: 10-17-54

RECEIVED
1954
.FOR FILING

O
P
Y

F - 7:(4)

January 28, 1954

United States Fidelity and Guaranty Company
Suite 201, Portland Trust Building
319 S. W. Washington St.
Portland 4, Oregon

Attention: Mr. Joseph A. Boyce
Superintendent of Claims

Gentlemen:

We will be glad to comply with the request contained in your letter of January 27 which I have just received and will mail to you future warrants covering payments in connection with State Highway Contracts Nos. 3983 and 4042, awarded to Loree Building Service.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG: ehr

cc: C. H. Maison 2

COPY

UNITED STATES FIDELITY AND GUARANTY COMPANY

George C. Bottoms, manager
Portland Office
Suite 201, Portland Trust Building
319 S. W. Washington Street, Portland 4, Oregon

Telephone: Broadway 0464

Lotus M. Conser
Associate Manager

Joseph A. Boyce
Superintendent of Claims

January 27, 1954

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer

Dear Mr. Glaisyer:

Re: State Highway Contracts No. 3983 and 4042
Loree Building Service - our file 54-S-209

With reference to the two State Highway contracts captioned above, our representative Mr. George Douglas talked to you today, and I am writing as you requested, in order that we may ask that all warrants for these two jobs be forwarded to this office as was outlined in your letter to us of January 13th.

Thanking you for your many courtesies, we remain

Very truly yours,

Jos. A. Boyce
Supt. of Claims

JAB:hb

RECEIVED
~~FOR FILING~~
F-12(4)
3983

Contract No. 3983
John Day & Moon Creek bridge

estimated date of completion.	6-30-54
% of work left to be done.	38%
Est. cost of work to complete.	$20,156.00
total amt earned to ~~date~~ Jan 5 est.	32,943.65
~~[illegible]~~ amt ~~paid to date~~	17,682.00 paid 11,967.28 Jan est.
ret %	3,294.37

RECEIVED
JAN 15 1954
FOR FILING

[illegible]
3983

Mrs Lewis

January 13, 1954
Salem, Oregon

Mr. C. H. Maison

I hand you herewith an executed copy of an assignment hended to me by Mr. George L. Mayes, special agent for the United States Fidelity and Guaranty Company, surety on the bond furnished by Loree Building Service in connection with State Highway Contract No. 3983 for construction of bridges over Noon Creek and the John Day River on the John Day Highway in Grant County, Oregon.

By this assignment, Loree Building Service assigns to the United Stated Fidelity and Guaranty Company all monies now due or hereafter to become due to them in connection with this job.

Received in yesterday's mail was a letter from the United Stated Fidelity and Guaranty Company requesting that all payments in connection with this job be withheld pending further advice. This instruction is cancelled in view of the assignment, so all payments now due or hereafter to become due may be released to the United Stated Fidelity and Guaranty Company in conformity with the provisions of the assignment. The warrants should be mailed to Mr. Joseph A. Boyce, Manager of the United States Fidelity and Guaranty Company at 401 Portland Trust Building, Portland 4, Oregon. I have retained the original of the assignment which will be attached to the contract.

NOTED
F. QUERY

Secretary

Mr. Query: The assignment referred to in the above note is attached hereto. Please have Mrs. Lewis note it on the card and then file it in the contract.

HBG

NOTED ON CARD
1-13-53

RECEIVED
JAN 15 1954
FOR FILING

F-92(4)

3-183

Mrs Lewis

January 13, 1953

United States Fidelity and Guaranty Company
401 Portland Trust Building
Portland 4, Oregon

Gentlemen:

This note is simply to state that I have received today from your special agent, Mr. George H. Mayes, the original and duplicate copy (both executed) of an assignment from Loree Building Service to the United States Fidelity and Guaranty Company of all monies due them or hereafter to become due them from the state of Oregon in connection with State Highway Contract No. 3983.

I also wish to state that I have received from Mr. Mayes today a similar assignment covering payments in connection with State Highway Contract No. 4042.

We have honored both assignments, and the Auditor is instructed to please forward warrants in connection with both jobs in conformity with the pledges in the assignments. The warrants will be mailed to the United States Fidelity and Guaranty Company, care of Mr. Joseph A. Boyce, Manager, 401 Portland Trust Building.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

cc C. H. Maison
Floyd Query

1-13-53

RECEIVED
JUL 27 1953
FOR FILING

F-92/11

July 24, 1953

Loree Building Service, Contractor
Box 310
La Grande
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3983, which was awarded to you on July 1, 1953 by the State Highway Commission, covering the construction of the Moon Creek and John Day River Bridges on the John Day Highway in Grant County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

July 1, 1953

Loree Building Service
Box 310
La Grande, Oregon

Gentlemen:

The State Highway Commission on May 19th accepted your proposal to construct the Rowe Creek and John Day River bridges on the John Day Highway in Grant County for the sum of $83,1[illegible].00, and on the same day awarded Contract No. 3[illegible] to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
cc - A. M. Franzen
R. G. Smith
S. E. Trubert
G. S. Paxson
Goldie Lewis

RECEIVED
FOR FILING

FORM E-30 25M 9-51 82315

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☐	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	LETTER TELEGRAM	☐
VICTORY LETTER	☐	SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 1, 1953
1:15 p.m..

Loree Building Service
La Grande, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Moon Creek and John Day River Bridges on John Day Highway in Grant County for which you submitted low bid on May 19, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

RECEIVED
JUL 2 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52315

F-[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1953

SUBJECT: Moon Creek-John Day Bridges
John Day Highway
Grant County

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

The condemnation complaints covering right of way on this project will be filed today. As far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
JUL 2 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1953
FOR FILING

F-99(1)

3993

F 92(1

May 20, 1953

Loree Building Service
Box 310
La Grande, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 accepted your bid in the amount of $55,100.00 for construction of the Moon Creek and John Day River Bridges in Grant County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehr

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franawa, SIAC

BF-221(2) Clatskanie-Delena Sec., 1953
Columbia River Hwy.
#3984

B1 2-1 F

9

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 19, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3984	19-A Post Final	Kuckenberg Construction Co, Assigns 1st Nat'l bank of Portland

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7494	R-148387	$ 1,478.13	4/19/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: to Aug. 26, 1955

Completion Date: Aug. 15, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-23-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

[illegible] ON CARD

Warrant Mailed:

Ruth Rawlings

Mr. Baldock.

BF-[illegible] (1)

NOTED
State Highway Engineer

April 12th, 1956

FINAL COST ANALYSIS
Grading

Contract #3984
Clatskanie-Delena

Kuckenberg Construction Co., Contractor
Frank Terpin, Resident Engineer

Prefix 5-1023-201(41)
Columbia River Highway

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$63,077.33	$100,000	$ 63,077.33	$100,000.00
Removal of Pavement	215	Sq. Yd.	0.32	0.50	69.20	107.50
" " Curbs	205	Lin. Ft.	0.39	1.00	80.26	205.00
Removal of Misc. Conc. Masonry & Struct.	8.74	Cu. Yd.	17.41	20.00	152.18	174.80
Struct. Excav., Unclassified	3,564.01	" "	2.19	3.00	7,803.96	10,692.03
Trench Excav., Unclassified	1,399.20	" "	1.26	2.00	1,757.30	2,798.40
General Excav., Unclassified	1,251,229.40	" "	0.33	0.34	412,938.83	425,418.00
Short Overhaul	3,326,921.50	Yd. Sta.	0.0047	0.005	15,684.57	16,634.61
Long "	54,632.4	C-Yd. Sta.	0.42	0.50	22,945.60	27,316.20
Finish R/B & Slopes	7.12	Mile	923.32	1,000.00	6,573.40	7,120.00
Rounding Cutbanks	28,640	Lin. Ft.	0.20	0.25	5,691.43	7,160.00
18" Corr. Metal Pipe	1,558	" "	3.82	4.00	5,957.63	6,232.00
24" " " "	586	" "	5.64	6.00	3,307.43	3,516.00
18" Corr. Metal Pipe, Extra Streigth	678	" "	5.07	5.00	3,437.01	3,390.00
24" Corr. Metal Pipe, Extra Strength	1,341	" "	7.06	7.00	9,462.50	9,387.00
30" Corr. Metal Pipe 10 Ga.	444	" "	11.50	12.00	5,106.34	5,328.00
6" Perf. Metal Drain Pipe, Coated	1,050	" "	1.87	2.00	1,967.84	2,100.00
8" Perf. Metal Drain Pipe, Coated	7,123	" "	2.40	2.50	17,085.87	17,807.50
12" Concrete Pipe	1,077	" "	1.72	2.00	1,853.82	2,154.00
18" " "	837	" "	3.02	3.00	2,525.56	2,511.00
24" " "	232	" "	4.68	5.00	1,085.35	1,160.00
8" Sewer Pipe	279	" "	1.67	2.00	465.84	558.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
12" Sewer Pipe	159	Lin. Ft.	$2.90	$3.00	$ 461.01	$ 477.00
Salvage Culvert Pipe	154	" "	2.11	4.00	325.65	616.00
3/8"-0 Backfill in Drains	473.79	Cu. Yd.	5.84	3.00	2,767.38	1,421.37
Concrete Manholes	1	Each	268.75	300.00	268.75	300.00
Concrete Catch Basins	6	"	60.54	75.00	363.26	450.00
Adjustment of Manholes	3	"	50.18	100.00	150.54	300.00
Concrete Curbs	48.81	Cu. Yd.	41.29	50.00	2,015.34	2,440.50
4" Concrete Walks	181.46	Sq. Yd.	4.55	5.00	826.53	907.30
3/4"-0 Mat'l. in Level Course & Shoulders	2,434	Cu. Yd.	3.40	3.00	8,275.60	7,302.00
Sprinkling	251.5	M/Gal.	3.16	4.00	795.00	1,006.00
*Class "A" Concrete in Retaining Wall	41.419	Cu. Yd.	65.00	70.00	2,692.25	2,899.33
*Metal Reinforcement in Wall	3,547.44	Lb.	0.12	0.12	425.69	425.69
*Metal Pipe Rail	213	Lin. Ft.	3.51	5.00	746.79	1,065.00
Excav. for Structure	88.25	Cu. Yd.	3.93	5.00	346.46	441.25
Excav. Below Elev. Shown	43.77	" "	10.46	20.00	457.65	875.40
*Class "A" Concrete	90.21	" "	65.00	70.00	5,863.65	6,314.70
*Metal Reinforcement	21,324.9	Lb.	0.12	0.12	2,558.99	2,558.99
*6" Metal Drain Pipe, Coated	14	Lin. Ft.	5.00	5.00	70.00	70.00
PA #1, Remove Barn	100%	All	58.99	100.00	58.99	100.00
PA #2, 1½"-0 Cr. Rock in Detour	89	Cu. Yd.	4.09	4.00	364.12	356.00
PA #3, Install 1" Water Line	100%	All	276.67	340.00	276.67	340.00
PA #4, Furnish & Place 12" Corr. Metal Pipe	50	Lin. Ft.	3.04	3.00	152.04	150.00
PA #5, Furnish & Place 18" Tide Gate	1	Each	51.76	85.00	51.76	85.00
PA #5, Furnish & Place 12" Tide Gate	1	"	33.50	55.00	33.50	55.00
PA #6, Wreck & Remove Buildings	100%	All	4,605.86	5,142.49	4,605.86	5,142.49

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #7, Furnish & Place 24" Sewer Pipe	189	Lin. Ft.	$4.69	$4.80	$ 886.54	$ 907.20
PA #8, Cement Adjustment, Favor of Contractor	5.11	Bbl.	4.00	4.00	20.44	20.44
PA #9, Furnish & Place 72" Corr. Metal Pipe	45	Lin. Ft.	29.54	39.26	1,329.10	1,766.70
PA #10, Rebuild Conc. Frame for Retaining Wall	100%	All	126.94	145.08	126.94	145.08
PA #11, Excav. & Place Mat'l. from Borrow Area	14,775.3	Cu. Yd.	0.387	0.55	5,724.89	8,126.42
PA #12, Excav. Base Run Rock in Place	3,073	" "	1.97	2.40	6,041.84	7,375.20
PA #13, Cement Adjustment, Favor of Contractor	5.66	Bbl.	4.00	4.00	22.64	22.64
PA #14, Purchase Excess 3/4"-0	59.95	Cu. Yd.	3.65	3.65	218.82	218.82
Purchase Excess Culvert Pipe	100%	All	6,790.66	6,790.66	6,790.66	6,790.66
PA #15, Place 3/8"-0 Crushed Rock	218	Cu. Yd.	1.69	1.65	370.51	359.70
PA #16, Additional Road Approaches	26	Each	16.66	40.00	433.19	1,040.00
PA #17, General Excav.	20,953	Cu. Yd.	0.33	0.34	6,882.15	7,090.70
Struct. "	138.75	" "	2.19	3.00	303.86	416.25
Long Overhaul	8,422.38	C-Yd. Sta.	0.42	0.50	3,537.40	4,211.19
18" Conc. Culvert Pipe	54	Lin. Ft.	3.00	3.00	162.25	162.00
12" Sewer Pipe	726	" "	1.87	2.00	1,358.44	1,452.00
Finishing	100%	All	213.45	300.00	213.45	300.00
Concrete Curbs Type C	62.714	Cu. Yd.	41.29	50.00	2,589.26	3,135.70
Standard Catch Basins	4	Each	60.54	75.00	242.16	300.00
Type "A" Manholes	1	"	268.75	300.00	268.75	300.00
PA #18, Clearing & Grubbing	100%	All	996.53	1,125.00	996.53	1,125.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #19, Selected Roadbed Topping	2,462	Cu. Yd.	$0.68	$0.75	$ 1,683.10	$ 1,846.50
PA #20, Excess Base Run Rock in Place	495	" "	1.97	2.40	973.24	1,188.00
PA #21, Extra Clearing & Grubbing	100%	All	179.19	200.00	179.19	200.00
Force Account					3,724.20	4,693.16
Deduction for Materials Furnished by State					- 205.82	- 205.82
					$668,856.46	$740,856.60

Gross Revenue	$740,856.60
Total Cost	668,856.46
Net Profit	$ 72,000.14

Net Profit Equals 9.74% of Gross Revenue

* Subcontract items.

Detail of Cost
Contract #3984

Labor:

Labor & Supervision	$236,829.49	
State Industrial Accident Insurance	9,371.46	
Unemployment Insurance	3,727.63	
Social Security	3,618.74	$253,547.32

Equipment Rental & Misc. Supplies:

Equipment Rental	$250,687.28	
Gas, Oil & Grease	25,793.02	
Explosive	9,050.31	
Freight & Cartage	6,500.81	
Small Tools & Misc. Supplies	3,066.35	
Home Office & Overhead	33,546.06	
Bond	5,669.52	
P.L. & P.D. Insurance	6,199.86	340,513.21

Materials:

18" Corr. Metal Pipe	1,558	Lin. Ft.	at	$2.67	$ 4,159.81	
24" " " "	586	" "	"	4.10	2,402.60	
18" Corr. Metal Pipe, Extra Streigth	678	" "	"	3.60	2,440.80	
24" Corr. Metal Pipe, Extra Strength	1,341	" "	"	5.34	7,160.94	
30" Corr. Metal Pipe 10 Ga.	444	" "	"	8.41	3,734.04	
6" Perf. Metal Drain Pipe, Coated	1,050	" "	"	1.00	1,050.00	
8" Perf. Metal Drain Pipe, Coated	7,123	" "	"	1.45	10,328.35	
12" Concrete Pipe	1,077	" "	"	1.04	1,120.00	
18" " "	891	" "	"	2.12	1,888.92	
24" " "	232	" "	"	2.98	691.36	
8" Concrete Sewer Pipe	279	" "	"	0.47	131.13	
12" Concrete Sewer Pipe	885	" "	"	0.88	778.80	
3/8"-0 Backfill in Drains	473.79	Cu. Yd.	"	3.75	1,776.71	
3/4"-0 Mat'l. in Leveling Course & Shoulders	2,493.95	" "	"	3.40	8,494.42	
Lumber	20	M.B.F.	"	90.00	1,800.00	
Cement	20	Bbl.	"	4.50	90.00	
Piling	600	Lin. Ft.	"	3.00	1,800.00	
Ready Mix	182.21	Cu. Yd.	"	18.50	3,370.89	
Cast & Misc. Iron	230	Lb.	"	2.49	573.75	
Precast Manholes	2	Each	"	120.00	240.00	
24" Concrete	189	Lin. Ft.	"	2.74	517.64	
72" Corr. Metal Pipe	45	" "	"	24.40	1,097.80	
Misc. Pipe & Bands Excess	All				6,790.60	62,438.56

*Subcontractor on Bridge and Concrete Wall	12,357.37
Total Cost	$668,856.46

Remarks:

This was a "Regular Federal Aid Project" calling for the construction of 7.12 miles of highway roadbed, connections and detour road and the construction of 0.19 mile of leveling course and Type 0-9 oil mat wearing surface on main highway roadbed and on county road connections.

The contract was awarded July 1st, 1953. Work started immediately and the project was completed August 15th, 1955.

The clearing progressed very rapidly and excavation started immediately. Due to lack of earth moving equipment and wet season, the job was carried over to 1955. Slides and unstable materials along with imclement weather conditions added to a slow season in 1954. The additional work done for the City of Clatskanie extended the work into the fall of 1955.

Equipment used consisted of six D-8's with dozers on clearing, four D-8's with scrapers, three DW-21's, D-7 with sheepsfoot roller, D-8 with ripper, B-20 shovel, 500 air compressor, two wagon drills, two dumptors, 505 shovel, scoopmobile, jeep, pickups, fuel truck, shop truck, water truck, two Caterpillar #12 graders and miscellaneous small tools. The equipment was in excellent condition and very little time was lost due to repairs.

Items 25, 31 and P.A. #2 were bid too low due to long haul from Rainier and a loss was incurred. Clearing and excavation were main items of profit.

Items 35, 36, 37, 40, 41 and 42 were subcontracted to Bernard.

Good supervision, efficient operation and excellent equipment contributed to a very good profit.

R. D. Asburry
Chief Cost Analyst

By . . Harry Sturgis

RECEIVED
APR 10 1956
FOR FILING

65-22(b)
3784

April 9, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

This to advise you that the State Highway Commission will release a post-final payment to Kuckenberg Construction Company, assigned to The First National Bank of Portland, in connection with contract No. 3984, covering Clatskanie-Delena Section of the Columbia River Highway in Columbia County, as soon as the warrant is received from the Secretary of State.

The post-final payment is in the amount of $1,478.13. The revised total contract amount is $740,856.60, of which amount $4,693.16 represents force account items.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1955

(CONTRACT NO.) [illegible]	(EST. NO.)	(CONTRACTOR)
3984	19-Final	Kuckenberg Construction Co. Assign: 1st Nat'l Bank of Portland
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
25274	R-138667	$ 6,540.18 12/19/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: to Aug. 26, 1955 without penalty

Completion Date: Aug. 15, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 21 1955

Ruth Rawlings

RECEIVED
DEC 8 - 1955
FOR FILING

FF-121(2)
3984

December 7, 1955

CERTIFIED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

Please be advised that a revised final payment will be released to Kuckenberg Construction Company in connection with contract No. 3984, covering the Clatskanie-Delena Section of the Columbia River Highway in Columbia County, as soon as the warrant is received from the Secretary of State.

The revised final payment is in the amount of $6540.18. The revised total contract amount is $739.378.47, of which amount $3215.03 represents force account items.

We are giving you this information as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 15 1955
FOR FILING

PF [illegible]
3984

November 15, 1955

CERTIFIED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3984 for work performed on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County was completed by the contractor, Kuckenberg Construction Co., on August 15 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $6,111.50 will be released to the contractor, assigned to The First National Bank of Portland, on or after November 25, 1955. The total contract amount is $738,949.79, of which amount $3,215.03 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-123 REVISED

RECEIVED
OCT 4 1955
FOR FILING

EF-221 (2)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 3, 1955

Kuckenberg Construction Co.
[illegible] N. E. Holman St.
Portland 20, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from November 22, 1954 to August 26, 1955 within which to complete your contract No. 3084, covering the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Frank Tarpin,
Resident Engineer

H. O. Smith,
Construction Engineer

RECEIVED
SEP 2 - 1955
FOR FILING

PF-[illegible]
3954

September 2, 1955

Request for extension of time
No. 3
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Kuckenberg Construction Company for an extension of time on the Clatskanie-Delena Section of the Columbia River Highway, Contract No. 3954, from November 22, 1954 to August 26, 1955.

All work under the original contract was completed by November 22, 1954. However, at the request of the City of Clatskanie, additional work was done in the city during the 1955 season and the contractor agreed to do this work under the original contract. I therefore recommend that the extension be granted without penalty.

Although this is a federal-aid project, the work done after November 22, 1954 is to be paid for entirely with state funds, and concurrence of the Bureau of Public Roads is not necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

ECEIVED
SEP 1 - 1955
FOR FILING

3151

August 31, 1955

CERTIFIED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Kuckenberg Construction Company in connection with contract No. 3984, covering the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

This payment, in the amount of $29,201.78, will be released to the contractor, assigned to the The First National Bank of Portland, on or after September 10, 1955. The retained percentage is $5,000.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
Jf

RECEIVED
JUL 29 1955
FOR FILING

BF-221(2)
3784

July 28, 1955

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Kuckenberg Construction Co. on contract No. 3984 for grading and bridge on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

This payment, in the amount of $11,236.79, will be released to the contractor, assigned to the The First National Bank of Portland, on or after August 8, 1955. The retained percentage is $21,761.95.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

B

RECEIVED
MAY 31 1955
FOR FILING

BF-221 (2)
-154

May 27, 1955

REGISTERED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to the Kuckenberg Construction Company, assigned to the First National Bank of Portland, on contract No. 3984, covering grading and bridge construction on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

This payment, in the amount of $2,966.34 will be released to contractor, assigned to the First National Bank of Portland, on or after June 6, 1955. The retained percentage is $21,414.42.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Noted on card
5-27 DC

BF 331 (2)
3184

5 5

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 6, 1955

Section Clatskanie - Delena
Highway Columbia River
Contractor Kuckenberg Construction Company
Date of contract July 1, 1953
Date work started June 9, 1953
Project authorization $ 878,366.25
Exclusive of Engineering $ 815,904.65

Kind of work Grading and Bridge
Section prefix 5-1023
Contract number 3284
Date of completion November 22, 1954
Estimated date of completion , 19
Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 732,559.99
Per cent of contract completed, based on total contract price %
Engineering authorization $ 62,461.60
Engineering cost to date $ 68,270.92, 109%
Date project was completed November 22, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. Frank Terpin, Mr. Nile Hoover and Mr. Frank Hurlburt were in Salem Thursday to pick up the cost report sheets and the statement of overruns and underruns. Instructions were given on the proper form for making out the sami-final estimate.

Mr. E. Pinkston was here Friday and discussed the removal of the slide at Sta. 1844 and the refilling of the slide at Sta 1778. He expressed the opinion that if they could use cats and scrapers and waste the material from the slides within 1200' and then borrow excavation at Sta. 1780 to fill the slide at Sta. 1778, they would do the work for the bid price of 34¢ General Excavation and .005 SOH.

NOTED
OSCAR [illegible]

NOTED
FORREST COOPER

RECEIVED
MAY 9 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed F.E. Terpin by H. Nile Hoover
Address Box 52, Clatskanie, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

BF 2-1 (E)
31844

Form E-1—1094

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 6, 1955

Section Clatskanie - Delena

Kind of work Grading and Bridge

Highway Columbia River

Section prefix 5-1023

Contractor Kuckenberg Construction Company

Contract number 3984

Date of contract July 1, 1953

Date of completion November 22, 1954

Date work started June 9, 1953

Estimated date of completion ...., 19....

Project authorization . . . . $ 878,366.25

Exclusive of Engineering . . . . . . $ 815,904.65

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . $ 732,559.99

Per cent of contract completed, based on total contract price . . . .%

Engineering authorization . . . . $ 62,461.60

Engineering cost to date $ 68,270.92, 109% %

Date project was completed November 22, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. Frank Terpin, Mr. Nile Hoover and Mr. Frank Hurlburt were in Salem Thursday to pick up the cost report sheets and the statement of overruns and underruns. Instructions were given on the proper form for making out the semi-final estimate.

Mr. E. Pinkston was here Friday and discussed the removal of the slide at Sta. 1844 and the refilling of the slide at Sta 1778. He expressed the opinion that if they could use cats and scrapers and waste the material from the slides within 1200'and then borrow excavation at Sta. 1780 to fill the slide at Sta. 1778, they would do the work for the bid price of 34¢ General Excavation and .005 SOH.

NOTED
OSCAR [illegible]

NOTED
FORREST COOPER

RECEIVED
MAY 9 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed F. E. Terpin by H. Nile Hoover

Address Box 52, Clatskanie, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.12	0.97		0.36	
Miles partially completed					
Miles completed	7.12	0.97			
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	showers		
Tuesday	showers		
Wednesday	clear		
Thursday	clear		
Friday	clear		
Saturday			

RECEIVED
MAR 1 1955
FOR FILING

BF--221(2)
1

9

February 28 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to Kuckenberg Construction Co., assigned to The First National Bank of Portland, a portion of the funds heretofore retained by the Commission on contract No. 3984, for grading and bridge on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

This payment in the amount of $83,390.97 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $21,322.68. The present payment will be released on or after March 10, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 13 1955
FOR FILING

[illegible]
2784

Mrs Lewis
2 letters

January 1[illegible], 1955

Mr. Harry L. Claterbos, Vice President
The First National Bank of Portland
S. W. Fifth, Sixth and Stark Streets
Portland [illegible], Oregon

Dear Mr. Claterbos:

With your letter of January 7, 1955, you forwarded to me two executed counterparts of an assignment given by Kuckenberg Construction Company to David B. Simpson, and two executed counterparts of an assignment given by Mr. David B. Simpson to The First National Bank of Portland, and a statement from the Glens Falls Indemnity Company consenting to both of these assignments.

The assignment concerns funds owing to Kuckenberg Construction Company for work performed under State Highway Contract No. 5784 for grading and bridge construction on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County. You asked me to acknowledge notice of the assignment by returning to you one counterpart of the assignment to the Bank from Mr. Simpson.

The manner that has been used in assigning the funds is somewhat unusual and the form of the assignments is quite a diversion from the Highway Commission's standard assignment form. However, as you suggested, I discussed the matter with the Highway Commission's Chief Counsel, Mr. C. W. Enfield, who clarified the situation and approved the transaction as it has been prepared. Accordingly, the Chief Auditor is being instructed today to prepare future vouchers covering payments to Kuckenberg Construction Company in conformity therewith. Future warrants will be made payable to the order of Kuckenberg Construction Company, assigned to David B. Simpson, reassigned to The First National Bank of Portland, and they will be mailed direct to The First National Bank of Portland.

In connection with the assignment of funds earned on the highway contract, it is necessary that the State Highway Commission have two executed copies of the assignment. One of these is retained in the offices of the Highway Commission, and the other is attached to the vouchers for transmittal to the Secretary of State who issues the warrants. It will be necessary, therefore, that I retain both copies of the assignment that you furnished which, I trust, is satisfactory. It is hoped that this letter will serve as a satisfactory acknowledgment of the receipt of the assignments.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Mr. Henry Kuckenberg, President
Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 20, Oregon

C. H. Maison
Floyd Query

NOTED ON CARD

THE FIRST NATIONAL BANK
OF PORTLAND

S.W. FIFTH, SIXTH AND STARK STREETS
PORTLAND 4, OREGON

January 7, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
~~Portland~~ Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are two executed counterparts of assignment from Kuckenberg Construction Co. to David B. Simpson and two executed counterparts of assignment from David B. Simpson to this Bank, both relating to Oregon State Highway Contract No. 3984, Section Clatskanie to Delena, Columbia River Highway, Columbia County, consisting of grading and bridge construction. We are also enclosing Consent of Surety to the assignment.

We are also informed that these procedures have been discussed with Mr. C. W. Enfield, and if you require any advice from him, we are sure that he will be glad to be of assistance.

Will you kindly acknowledge notice of the assignments on one counterpart of the assignment to us from Mr. Simpson and return the same to the undersigned.

Very truly yours,

Harry L. Claterbos
H. L. Claterbos
Vice President

HLC/MM
Encs.

Approved -
C.W. Enfield

RECEIVED
JAN 10 1955
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGE
H. B. GLAISYER

[illegible] TO Marion
DATE 1-12-55

RECEIVED
JAN 13 1955
FOR FILING

FP - 221(-)
3184

Salem, Oregon
January 12, 1955

Mr. C. H. Maison
Auditor

Dear Mr. Maison:

I hand you herewith today a copy of a letter that is directed to the First National Bank of Portland, relative to the assignment of monies earned by Kuckenberg Construction Company in connection with State Highway Contract No. 3184. Also attached is an executed copy of the assignments referred to therein.

The form of the assignments were not exactly in conformity with our standards, but I discussed the details of the same with Mr. Enfield who approved them without qualification, and it was suggested that the vouchers be prepared payable to Kuckenberg Construction Company, assigned to David B. Simpson; reassigned to The First National Bank of Portland. You will note in my letter to the Bank that I told them that we had approved the assignments and that further payments in connection with this job will be made in conformity therewith.

For your further information, I attach a copy of the Surety's Consent to the assignments. The original of both assignments together with the original of the Consent of the Surety is being handed to Mr. Query to insert in our office copy of the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
Att.
cc: Mr. Query

NOTED ON CARD

RECEIVED
DEC 17 1954
FOR FILING

BF - 221 (2)

December 16, 1954

Kuckenberg Construction Co.
11104 N. E. Holman St.
Portland 20, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from June 30, 1954 to November 22, 1954 within which to complete your contract No. 3984, for grading and bridge on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Frank Terpin,
Resident Engineer

E. G. Smith,
Construction Engineer

RECEIVED
DEC 6 - 1954
FOR FILING

KF [illegible]
3984

December 3, 1954

Request for extension of time
No. 29
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Kuckenberg Construction Company for an extension of time on the Clatskanie-Wauna Section, Contract No. 3984, from June 30, 1954 to November 22, 1954.

The award of this contract was delayed approximately 60 days due to right-of-way difficulties. Also, extremely wet weather and the type of material encountered necessitated opening up and drying out cuts, which materially delayed the contractor. The engineer's reports reveal that during the construction season there were many periods when the contractor was able to operate only about 50 per cent of the time.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. H. G. Smith

EAP

hi

RECEIVED
DEC 1 - 1954
FOR FILING

BF-221 (2)

November 29, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 22, 1954, on Contract No. 3984, Clatskanie-Delena Section, in Columbia County, in connection with Federal Aid Project No. BF-221 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ln

cc: John Cattrall

RECEIVED
NOV 29 1954
FOR FILING

BF-221 (2)
[illegible]

November 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Clatskanie-Delena Contract No. 3984, Oregon BF-221 (2), from June 30, 1954 to November 22, 1954, to Kuckenberg Construction Company, contractors.

There was considerable delay due to right of way difficulties in the award of this contract.

Also, extremely wet weather and the type of material encountered necessitated opening up and drying out of cuts which materially delayed the contractor. A check of the reports indicates that there were many periods during the construction season when the contractor was able to operate only about 50 percent of the workable time.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
NOV 29 1954
FOR FILING

BF-221 (2)

November 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Clatskanie-Delena Contract No. 3984, Oregon BF-221 (2), from June 30, 1954 to November 22, 1954, to Kuckenberg Construction Company, contractors.

There was considerable delay due to right of way difficulties in the award of this contract.

Also, extremely wet weather and the type of material encountered necessitated opening up and drying out of cuts which materially delayed the contractor. A check of the reports indicates that there were many periods during the construction season when the contractor was able to operate only about 50 percent of the workable time.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
FOR FILING

TELEPHONE
ATWATER 3609

G. A. HEIKKILA
ATTORNEY AT LAW
511 PEARSON BLDG.
PORTLAND, OREGON

RECEIVED
NOV 12 1954
LEGAL DEPT.

November 10,1954

Kuckenberg Construction Co.
11104 N.E. Holman Street
Portland, Oregon

Dear Sirs:

The undersigned has been retained by Mr. Bruce B. Haines and Marie Sweeney of Clatskanie, Oregon, to represent them in the damage cause which they have against you by reason of the damages which you caused to their commercial building at Clatskanie, Oregon while you were in the process of blasting and constructing the new Highway road adjacent to their said real property.

The special damages, which do not include the irreparable damages, amount to the following. To materials and supplies needed for repairing said damage, $105.28; labor $277.00 and $125.00 to the outside wall of said building not yet repaired.

If you are disposed to discuss this matter with a view towards an amicable settlement, please communicate with the undersigned within 5 days after the receipt of this letter, or if you have insurance covering said damages, please hand this communication to your insurance carrier for its attention.

Very truly yours,

G.A.Heikkila

Copy to State Highway
Commission, Salem, Oregon

NOTED
H P [illegible]

NOTED
FLOYD QUERY

FE [illegible](2)
3[illegible]

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Clatskanie-Delena
County: Columbia **Prefix:**
Length of Project: 7.182 Miles
Highway: Columbia River
Res. Eng'r.: Frank Terpin
Stations 1674+00 to 2053+06.09

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
1674+00 to 2053+06.09	19"	4"	23"	15"	---	* 0-6"	1½"	3½"	26"	Heavy

* This topping or base is considered to be loose measure and not compacted thickness.

NOTE:

Level course will be 3/4"-0.

4-19-54.

The select subgrade material, being placed under separate contract is quarry run and has a predominate size of 8" to 12". This rock has qualities of being capable of being produced as a base rock if crushed.

The topping or base of 6" which is proposed, actually is a leveling course and further provides key material for the large size topping.

The topping cut, are not fully opened and might develope even larger than the 8-10" sizes with depth, also present conditions do not permit a positive knowledge that sufficient topping is available under the present grading contract.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

3/12/54

Submitted by
Ass't. Construction Engineer

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: Clatskanie - Delena
County: Columbia
Prefix:
Length of Project: 7.182 Miles

Highway: Columbia
Res. Eng'r.: Frank Terpin
Stations: 1674+00 to 2053+06.09

Location				Soil Characteristics						Computed Thickness			
Station	Rt	C L	Lt	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
1854+75				0-2'	72	67	8	38	39	15"	3"	18"	Heavy
1862+50				0-2'	78	69	15	24	41	19½"	4"	23½"	"
1869+50				0-2'	77	52	14	26	45	19"	4"	23"	"
1874+75				0-2'	62	49	2	46	39	13"	2½"	15½"	"
1883+50				0-2'	74	60	16	39	38	15"	2½"	17½"	"
1891+50				0-2'	78	54	10	22	45	21"	4"	25"	"
1900+00				0-2'	77	54	15	24	42	19½"	4"	23½"	"
1915+00				0-2'	84	79	27	37	41	15"	3"	18"	"
1926+25				0-2'	68	50	8	26	38	19"	4"	23"	"
1931+00				0-2'	81	55	15	23	44	20"	4"	24"	"
1939+50				0-2'	82	55	16	18	44	22"	4½"	26½"	"
1943+75				0-2'	78	67	16	59	34	13"	2½"	15½"	"
1950+25				0-2'	73	60	9	32	41	17"	3½"	20½"	"
1960+50				0-2'	81	65	24	27	44	18½"	3½"	22"	"

ROCK TOPPING

	Abrasion	Na_2SO_4	Quantity	
2007	18.1%	2.4%	80.000	Division Geologist states rock will break small enough for crushing.
2029 Old Quarry Site	16.3	1.6	50.000 to 60.000	

3/11/54

Form PR-2 (Revised 1950)

BF-221 (2)

3984

8-1131

State Oregon

Federal Aid Bond Issue Project No. BF-221(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of March, 1953, a program, which was approved on the 21st day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 1st day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of five hundred forty thousand and 00/100 dollars ($540,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by Chapter 491, Oregon Laws 1951, viz.:
(Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Mar. 1, 1953	Mar. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1674+00 in the SE 1/4, Section 8, T. 7 N., R. 4 W., W.M., and survey station 2053+06.09 in the SE 1/4, Section 9, T. 7 N., R. 3 W., W.M., without exception,

, length 7.182 miles, in Columbia County, being Oregon Federal Aid / Bond Issue project No. BF-221(2), consisting of 7.123 miles of roadway and three bridges, each of more than 20 feet clear span, 0.059 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of five hundred forty thousand and 00/100 dollars ($540,000.00), which does not exceed the authorized Federal pro rata share of nine hundred three thousand, six hundred forty-six and 70/100 dollars ($903,646.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-4

Oregon State Highway Department

Federal Aid Project
No. HF-221 (2)

CLATSKANIE-DELENA SECTION

OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1953

Type Code 0010
Roadway (Sta. 1674+00 to Sta. 2053+06) (Contract No. 3984)

All Required		Clearing and Grubbing		$100,000.00
230	sq. ft.	Removal of Pavement	$ 0.50	115.00
130	lin. ft.	Removal of Curbs	1.00	130.00
10	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	20.00	200.00
3,700	cu. yds.	Structural Excavation, Unclassified	3.00	11,100.00
680	cu. yds.	Trench Excavation, Unclassified	2.00	1,360.00
1,323,000	cu. yds.	General Excavation, Unclassified	0.34	449,820.00
3,597,000	yd. sta.	Short Overhaul	0.005	17,985.00
60,600	C-yd. sta.	Long Overhaul	0.50	30,300.00
7.12	miles	Finishing Roadbed and Slopes	1,000.00	7,120.00
29,000	lin. ft.	Rounding Cutbanks	0.25	7,250.00
860	lin. ft.	18-inch Corrugated Metal Pipe	4.00	3,440.00
830	lin. ft.	24-inch Corrugated Metal Pipe	6.00	4,980.00
700	lin. ft.	18-inch Extra Strength Corrugated Metal Pipe	5.00	3,500.00
1,300	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	7.00	9,100.00
450	lin. ft.	30-inch Corrugated Metal Pipe, 10 Gauge	12.00	5,400.00
6,800	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	13,600.00
18,000	lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	45,000.00
750	lin. ft.	12-inch Concrete Pipe	2.00	1,500.00
1,100	lin. ft.	18-inch Concrete Pipe	3.00	3,300.00
190	lin. ft.	24-inch Concrete Pipe	5.00	950.00
170	lin. ft.	8-inch Sewer Pipe	2.00	340.00
650	lin. ft.	12-inch Sewer Pipe	3.00	1,950.00
150	lin. ft.	Salvaging Culvert Pipe	4.00	600.00
1,800	cu. yds.	3/8" - 0 Backfill in Drains	3.00	5,400.00
2	only	Concrete Manholes	300.00	600.00
6	only	Concrete Catch Basins	75.00	450.00
3	only	Adjustment of Manholes	100.00	300.00
50	cu. yds.	Concrete Curbs	50.00	2,500.00
26	sq. yds.	4-inch Concrete Walks	5.00	130.00
100	M-gals.	Sprinkling	4.00	400.00
50	cu. yds.	Class "A" Concrete in Retaining Wall	70.00	3,500.00

2,500	lbs.	Metal Reinforcement in Retaining Wall	$ 0.12	$ 300.00
230	lin. ft.	Metal Pipe Rail	5.00	1,150.00
50	cu. yds.	Excavation for Structure	5.00	250.00
5	cu. yds.	Excavation Below Elevation Shown	20.00	100.00
			Subtotal	$734,120.00
			10% Engr. & Cont.	73,412.00
			Total	$807,532.00

Type Code X021
Lost Creek Bridge (Sta. 2005+30 to Sta. 2005+80) (Contract No. 3984)

70	cu. yds.	Excavation for Structure	$ 5.00	$ 350.00
5	cu. yds.	Excavation Below Elevation Shown	20.00	100.00
100	cu. yds.	Class "A" Concrete	70.00	7,000.00
21,000	lbs.	Metal Reinforcement	0.12	2,520.00
20	lin. ft.	6-inch Metal Drain Pipe	5.00	100.00
				$ 10,070.00

Type Code X021
Clatskanie River Bridge (Sta. 1692+30 to Sta. 1693+60)
(Contract No. 4018)

All Required		Shoring, Cribbing, Etc.		$ 8,000.00
250	cu. yds.	Structural Excavation	$ 4.00	1,000.00
10	cu. yds.	Structural Excavation Below Elevation Shown	20.00	200.00
900	lin. ft.	Furnish End Bent Piling	1.30	1,170.00
1,300	lin. ft.	Furnish Untreated Timber Piling	0.55	715.00
52	only	Drive Piles	68.00	3,536.00
40	cu. yds.	Seal Concrete	40.00	1,600.00
234	cu. yds.	Class "A" Concrete	71.00	16,614.00
60,000	lbs.	Metal Reinforcement	0.11	6,600.00
274	lin. ft.	Metal Rail	12.00	3,288.00
20	lin. ft.	6-inch Metal Drain Pipe	2.00	40.00
				$ 42,763.00

Type Code X221
County Road Overcrossing (Sta. 1713+09 to Sta. 1714+39)
(Contract No. 4018)

150	cu. yds.	Structural Excavation	$ 4.00	$ 600.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
1,170	lin. ft.	Furnish End Bent Piling	1.50	1,755.00
2,150	lin. ft.	Furnish Treated Timber Piling	1.20	2,580.00
56	only	Drive Piles	74.00	4,144.00
247	cu. yds.	Class "A" Concrete	75.00	18,525.00

61,000	lbs.	Metal Reinforcement	$ 0.11	$ 6,710.00
90	lin. ft.	6-inch Metal Drain Pipe	2.00	180.00
				$ 34,544.00

Subtotal	$ 87,377.00
10% Engr. & Cont.	8,737.70
Total	$ 96,114.70

Length of Roadway	7.123 miles
Length of 3 Structures	0.059 mile
Total Length	7.182 miles
Cost of Roadway per Mile	$113,369.64

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$807,532.00	$482,564.00	$324,968.00
Structures	96,114.70	57,436.00	38,678.70
	$903,646.70	$540,000.00	$363,646.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. F-221 (2)

CLATSKANIE-DELENA SECTION

OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 2, 1953

Type Code 0010
Roadway (Sta. 1674+00 to Sta. 2053+06) (Contract No. 3984)

All Required		Clearing and Grubbing		$100,000.00
230	sq. ft.	Removal of Pavement	$ 0.50	115.00
130	lin. ft.	Removal of Curbs	1.00	130.00
10	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	20.00	200.00
3,700	cu. yds.	Structural Excavation, Unclassified	3.00	11,100.00
680	cu. yds.	Trench Excavation, Unclassified	2.00	1,360.00
1,323,000	cu. yds.	General Excavation, Unclassified	0.34	449,820.00
3,597,000	yd. sta.	Short Overhaul	0.005	17,985.00
60,600	C-yd. sta.	Long Overhaul	0.50	30,300.00
7.12	miles	Finishing Roadbed and Slopes	1,000.00	7,120.00
29,000	lin. ft.	Rounding Cutbanks	0.25	7,250.00
860	lin. ft.	18-inch Corrugated Metal Pipe	4.00	3,440.00
830	lin. ft.	24-inch Corrugated Metal Pipe	6.00	4,980.00
700	lin. ft.	18-inch Extra Strength Corrugated Metal Pipe	5.00	3,500.00
1,300	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	7.00	9,100.00
450	lin. ft.	30-inch Corrugated Metal Pipe, 10 Gauge	12.00	5,400.00
6,800	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	13,600.00
18,000	lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	45,000.00
750	lin. ft.	12-inch Concrete Pipe	2.00	1,500.00
1,100	lin. ft.	18-inch Concrete Pipe	3.00	3,300.00
190	lin. ft.	24-inch Concrete Pipe	5.00	950.00
170	lin. ft.	8-inch Sewer Pipe	2.00	340.00
650	lin. ft.	12-inch Sewer Pipe	3.00	1,950.00
150	lin. ft.	Salvaging Culvert Pipe	4.00	600.00
1,800	cu. yds.	3/4" - 0 Backfill in Drains	3.00	5,400.00
2	only	Concrete Manholes	300.00	600.00
6	only	Concrete Catch Basins	75.00	450.00
3	only	Adjustment of Manholes	100.00	300.00
50	cu. yds.	Concrete Curbs	50.00	2,500.00
26	sq. yds.	4-inch Concrete Walks	5.00	130.00
100	M-gals.	Sprinkling	4.00	400.00
50	cu. yds.	Class "A" Concrete in Retaining Wall	70.00	3,500.00

2,500	lbs.	Metal Reinforcement in Retaining Wall	$ 0.12	$ 300.00
230	lin. ft.	Metal Pipe Rail	5.00	1,150.00
50	cu. yds.	Excavation for Structure	5.00	250.00
5	cu. yds.	Excavation Below Elevation Shown	20.00	100.00
		Subtotal		$734,120.00
		10% Engr. & Cont.		73,412.00
		Total		$807,532.00

Type Code X021
Lost Creek Bridge (Sta. 2005+30 to Sta. 2005+90) (Contract No. 3994)

70	cu. yds.	Excavation for Structure	$ 5.00	$ 350.00
5	cu. yds.	Excavation below Elevation Shown	20.00	100.00
100	cu. yds.	Class "A" Concrete	70.00	7,000.00
21,000	lbs.	Metal Reinforcement	0.12	2,520.00
20	lin. ft.	6-inch Metal Drain Pipe	5.00	100.00
				$ 10,070.00

Type Code X021
Clatskanie River Bridge (Sta. 1692+30 to Sta. 1693+60)

All Required		Shoring, Cribbing, Etc.		$ 8,000.00
250	cu. yds.	Structural Excavation	$ 10.00	2,500.00
10	cu. yds.	Structural Excavation below Elevation Shown	15.00	150.00
900	lin. ft.	Furnish End Bent Piling	1.40	1,260.00
1,300	lin. ft.	Furnish Untreated Timber Piling	0.70	910.00
52	only	Drive Piles	65.00	3,380.00
40	cu. yds.	Seal Concrete	40.00	1,600.00
234	cu. yds.	Class "A" Concrete	75.00	17,550.00
60,000	lbs.	Metal Reinforcement	0.12	7,200.00
274	lin. ft.	Metal Rail	12.00	3,288.00
20	lin. ft.	6-inch Metal Drain Pipe	3.00	60.00
				$ 45,898.00

Type Code X221
County Road Overcrossing (Sta. 1713+09 to Sta. 1714+32)

150	cu. yds.	Structural Excavation	$ 8.00	$ 1,200.00
5	cu. yds.	Structural Excavation Below Elevation Shown	15.00	75.00
1,170	lin. ft.	Furnish End Bent Piling	1.40	1,638.00
2,150	lin. ft.	Furnish Treated Timber Piling	1.50	3,225.00
56	only	Drive Piles	60.00	3,360.00
247	cu. yds.	Class "A" Concrete	70.00	17,290.00

61,000	lbs.	Metal Reinforcement	$ 0.12	$ 7,320.00
90	lin. ft.	6-inch Metal Drain Pipe	3.00	270.00
				$ 34,378.00

Subtotal	$ 90,346.00
10% Engr. & Cont.	9,034.60
Total	$ 99,380.60

Length of Roadway	7.123 miles
Length of 3 Structures	0.059 mile
Total Length	7.182 miles
Cost of Roadway per Mile	$113,369.64

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$807,532.00	$480,826.00	$326,706.00
Structures	99,380.60	59,174.00	40,206.60
	$906,912.60	$540,000.00	$366,912.60

Oregon State Highway Department

Federal Aid
Project No. BF-221 (2)

CLATSKANIE-DELENA SECTION OF THE COLUMBIA RIVER HIGHWAY

IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 30, 1953

Type Code 0010
Roadway (Sta. 1674+00 to Sta. 2053+06)

All Required		Clearing and Grubbing		$ 70,000.00
230	Sq.Ft.	Removal of Pavement	$ 1.00	230.00
130	Lin.Ft.	Removal of Curbs	0.45	58.50
10	Cu.Yds.	Removal of Miscellaneous Concrete and Masonary Structures	6.00	60.00
3,700	Cu.Yds.	Structural Excavation, Unclassified	3.00	11,100.00
680	Cu.Yds.	Trench Excavation, Unclassified	2.00	1,360.00
1,323,000	Cu.Yds.	General Excavation, Unclassified	0.38	502,740.00
3,597,000	Yd.Stas.	Short Overhaul	0.01	35,970.00
60,600	C-Yd.Stas.	Long Overhaul	0.40	24,240.00
7.12	Miles	Finishing Roadbed and Slopes	750.00	5,340.00
29,000	Lin.Ft.	Rounding Cutbanks	0.20	5,800.00
860	Lin.Ft.	18" Corrugated Metal Pipe	4.50	3,870.00
830	Lin.Ft.	24" Corrugated Metal Pipe	7.00	5,810.00
700	Lin.Ft.	18" Extra Strength Corrugated Metal Pipe	5.50	3,850.00
1,300	Lin.Ft.	24" Extra Strength Corrugated Metal Pipe	8.75	11,375.00
450	Lin.Ft.	30" Corrugated Metal Pipe, 10 Gauge	10.00	4,500.00
6,800	Lin.Ft.	6" Perforated Metal Drain Pipe	2.00	13,600.00
18,000	Lin.Ft.	8" Perforated Metal Drain Pipe	2.50	45,000.00
750	Lin.Ft.	12" Concrete Pipe	2.00	1,500.00
1,100	Lin.Ft.	18" Concrete Pipe	3.75	4,125.00
190	Lin.Ft.	24" Concrete Pipe	5.00	950.00
170	Lin.Ft.	8" Sewer Pipe	1.50	255.00
650	Lin.Ft.	12" Sewer Pipe	2.25	1,462.50
150	Lin.Ft.	Salvaging Culvert Pipe	2.00	300.00
1,800	Cu.Yds.	3/8" - 0 Backfill in Drains	5.00	9,000.00
2	Only	Concrete Manholes	250.00	500.00
6	Only	Concrete Catch Basins	75.00	450.00
3	Only	Adjustment of Manholes	75.00	225.00
50	Cu.Yds.	Concrete Curbs	50.00	2,500.00
26	Sq.Yds.	4" Concrete Walks	3.75	97.50

Oregon State Highway Department

Federal Aid
Project No. BF-221 (2)

CLATSKANIE-DELENA SECTION OF THE COLUMBIA RIVER HIGHWAY

IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 30, 1953

Type Code 0010
Roadway (Sta. 1674+00 to Sta. 2053+06)

All Required		Clearing and Grubbing		$ 70,000.00
230	Sq.Ft.	Removal of Pavement	$ 1.00	230.00
130	Lin.Ft.	Removal of Curbs	0.45	58.50
10	Cu.Yds.	Removal of Miscellaneous Concrete and Masonary Structures	6.00	60.00
3,700	Cu.Yds.	Structural Excavation, Unclassified	3.00	11,100.00
680	Cu.Yds.	Trench Excavation, Unclassified	2.00	1,360.00
1,323,000	Cu.Yds.	General Excavation, Unclassified	0.38	502,740.00
3,597,000	Yd.Stas.	Short Overhaul	0.01	35,970.00
60,600	C-Yd.Stas.	Long Overhaul	0.40	24,240.00
7.12	Miles	Finishing Roadbed and Slopes	750.00	5,340.00
29,000	Lin.Ft.	Rounding Cutbanks	0.20	5,800.00
860	Lin.Ft.	18" Corrugated Metal Pipe	4.50	3,870.00
830	Lin.Ft.	24" Corrugated Metal Pipe	7.00	5,810.00
700	Lin.Ft.	18" Extra Strength Corrugated Metal Pipe	5.50	3,850.00
1,300	Lin.Ft.	24" Extra Strength Corrugated Metal Pipe	8.75	11,375.00
450	Lin.Ft.	30" Corrugated Metal Pipe, 10 Gauge	10.00	4,500.00
6,800	Lin.Ft.	6" Perforated Metal Drain Pipe	2.00	13,600.00
18,000	Lin.Ft.	8" Perforated Metal Drain Pipe	2.50	45,000.00
750	Lin.Ft.	12" Concrete Pipe	2.00	1,500.00
1,100	Lin.Ft.	18" Concrete Pipe	3.75	4,125.00
190	Lin.Ft.	24" Concrete Pipe	5.00	950.00
170	Lin.Ft.	8" Sewer Pipe	1.50	255.00
650	Lin.Ft.	12" Sewer Pipe	2.25	1,462.50
150	Lin.Ft.	Salvaging Culvert Pipe	2.00	300.00
1,800	Cu.Yds.	3/8" - 0 Backfill in Drains	5.00	9,000.00
2	Only	Concrete Manholes	250.00	500.00
6	Only	Concrete Catch Basins	75.00	450.00
3	Only	Adjustment of Manholes	75.00	225.00
50	Cu.Yds.	Concrete Curbs	50.00	2,500.00
26	Sq.Yds.	4" Concrete Walks	3.75	97.50

100	M-gals.	Sprinkling	$ 3.00	$ 300.00
50	Cu.Yds.	Class "A" Concrete in Retaining Wall	90.00	4,500.00
2,500	Lbs.	Metal Reinforcement in Retaining Wall	0.12	300.00
230	Lin.Ft.	Metal Pipe Rail	5.00	1,150.00
50	Cu.Yds.	Excavation for Structure	10.00	500.00
5	Cu. Yds.	Excavation Below Elevation Shown	15.00	75.00
		Subtotal		$773,093.50
		10% Engr. & Cont.		77,309.35
		Total		$850,402.85

Type Code X021
Lost Creek Bridge (Sta. 2005+30 to Sta. 2005+80)

70	Cu.Yds.	Excavation for Structure	$10.00	$ 700.00
5	Cu.Yds.	Excavation Below Elevation Shown	15.00	75.00
100	Cu.Yds.	Class "A" Concrete	75.00	7,500.00
21,000	Lbs.	Metal Reinforcement	0.12	2,520.00
20	Lin.Ft.	6" Metal Drain Pipe	3.00	60.00
		Subtotal		$ 10,855.00
		10% Engr. & Cont.		1,085.50
		Total		$ 11,940.50

Length of Roadway 7.123 ~~7.124~~ Miles
Length of 3 Structures ~~0.058~~ Mile 0.059
Total Length 7.182 ~~7.128~~ Miles
Cost of Roadway per Mile $119,371.53

SUMMARY OF FEDERAL FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$850,402.85	$526,606.00	$323,796.85
Structure	11,940.50	7,394.00	4,546.50
	$862,343.35	$534,000.00	$328,343.35

FORM E-20 27,500 4-53 29806

3989

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1953

SUBJECT: State Highway Commission
vs.
K. A. Johnson, et ux.
Our File: L-2018
Clatskanie-Delena Section
of Columbia River Highway

To: Mr. W. C. Williams
1st Ass't State Highway Engineer
Office

L

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

As you may recall, at the last Commission meeting the Commission authorized the acceptance of an option from the above-named defendants in the sum of $4,000.00 for the acquisition of 4.14 acres of land needed for right of way on the Clatskanie-Delena Section of the Columbia River Highway.

One of the stumbling blocks in settling this case was the fact that the defendants are mink farmers and have their mink sheds, which house around 1300 mink, including the breeders and the kittens, within 125 to 150 feet from our relocated right of way line. The defendants were of the opinion that they could be very seriously damaged if excessive dust was caused by the construction work between the months of September to December because that is when they will be taking pelts from the animals; and further if there was any great amount of noise and confusion between the dates of March 15 and June 15, it would be possible that the mink would not breed; or if they did breed, the females, in order to protect the young, would smother and kill them.

The construction contract with Mr. Kuckenberg provided on page 30 under the special provisions of the contract that the contractor was to proceed with caution between the dates of May 15 to July 15 in order to prevent any unnecessary damage to the mink farmers in that area.

After filing the above case, the defendants turned their problems over to Mr. Joe F. Walker, Attorney at Law, in Rainier; and due to the fact that the fill across the Johnson's property was completed by the 15th of September and upon our advising Mr. Walker that very little additional filling would be needed and that we had advised the contractor of Mr. Johnson's problems with respect to the mink, he convinced his clients that they should sign the option. I have this date forwarded to Mr. Walker a deed for his clients to sign. In returning the option, however, Mr. Walker pointed out that his clients by executing the option

NOTED
FORREST COO

W. C. WILLIAMS

FORM E-80 37,500 4-53

[illegible]

3989

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1953

SUBJECT: State Highway Commission
vs.
K. A. Johnson, et ux.
Our File: L-2018
Clatskanie-Delena Section
of Columbia River Highway

To: Mr. W. C. Williams
1st Ass't State Highway Engineer
Office

L

W. C. WILLIAMS

NOTED
W. C. WILLIAMS

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NOTED
FORREST COOP

were reserving the right to take any necessary legal action against the contractor or others in the event that it appeared that mink were lost during the breeding and whelping period due to excessive and unnecessary noises caused by the construction of the highway.

On September 8, 1953, I notified Mr. Henry Kuckenberg by letter of the defendants' situation and called to his attention the dates during which the pelts would be taken and the mink breeding in progress. I requested his cooperation on this matter and advised him that we had notified the defendants that we were sure that he would be willing to take whatever precautions he believed necessary to prevent any avoidable damage to the mink farm.

On September 22nd I received a reply from Mr. Kuckenberg in which he stated that he had instructed his General Superintendent to cooperate in every way possible to avoid damaging the mink farmers. He added, however, that if additional expense or work became necessary, he would expect to be reimbursed by the State Highway Department. In order to keep you fully advised on this matter, I am enclosing herewith a copy of my reply to Mr. Kuckenberg's letter.

Yours truly,

C W Enfield
C. W. ENFIELD
Chief Counsel

FCMc/mlk
Enc.

RECEIVED
OCT 1 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128X 37,800 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 30, 1953

Mr. Henry Kuckenberg, President
Kuckenberg Construction Co.
P. O. Box 7407
Portland 20, Oregon

Re: State Highway Commission
vs.
A. A. Johnson, et ux.
Our File: L-2018
Clatskanie-Delena Section
of Columbia River Highway

Dear Mr. Kuckenberg:

Thank you for your letter of September 21, 1953, and we appreciate the cooperation you have extended to us through your instructions to your General Superintendent.

With respect to the State Highway Commission agreeing to reimburse your company for additional work and expense incurred on this section, it is my opinion that the Commission could not agree to any such reimbursement, at this time, because of the very speculative nature of this matter; and, in any event, before the Commission could agree to any reimbursement, they would have to be advised in advance as to what additional work and expense, outside the scope of the contract, would be required and then given an opportunity to either approve or disapprove such additional work and expense.

Yours very truly,

C. W. ENFIELD
Chief Counsel

FGMc/mlk
cc: Mr. Forrest Cooper
Mr. W. C. Williams ✓

RECEIVED
AUG 25 1953
FOR FILING

KF-221(2)

3914

August 25, 1953

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Columbia County a fully executed copy of an agreement between the State Highway Commission and Columbia County covering the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
J[illegible] 1953
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 1476

B7-221(2)

3984

4395

Salem, Oregon
August 25, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with Columbia County covering the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Columbia County.

Yours very truly,

Secretary

rn
Attach: 1

REFERRED TO
[illegible]
BY SECRETARY
to file

FORM E-80 37,900 4-52 96906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1953

SUBJECT: Assignment #4395

To: Mr. W. C. Williams
OFFICE

Glaisyer

Enclosed are three copies of an agreement covering the Clatskanie-Delena Section of the Columbia River Highway in Columbia County. Two copies of this agreement have been executed by the Columbia County Court and are now ready for presentation to the Highway Commission.

This completes Assignment #4395.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

RECEIVED
AUG 1 1 1953

FORM E-30 37,500 4-52 56606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Date: **August 3, 1953** ASSIGNMENT Jul No. 2382 By

Description: **Letter of July 29 by Tom Reeder enclosing seven copies of proposed throughway agreement with Columbia County wherein County consents to road closure, etc. in connection with construction of Clatskanie-Delena Section, Columbia R. Highway**

Acknowledged by ----- Referred to ----- Cattrall -----

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ---------------------- signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 8-14-53 Report received --------

Remarks: **For County execution, if ok.**

WCW

E RETURN TO
WILLIAMS

s

ad

gree-
ments of this type it is extrem ring
of the various portions of roads, on the exhibits atta there-
to, be accurate. Therefor I would suggest that particular care be given to the preparation of the exhibits used in this type of agreement.

Yours very truly,

NOTED
W. C. WILLIAMS

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:hg
Enc.

RECEIVED
AUG 3 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 - 1953

FORM E-30 37,500 4-52 56606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1953

SUBJECT: Throughway Agreement
with Columbia County

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find the original and six copies of the proposed form of agreement to be entered into by the State and Columbia County wherein the County consents to road closure, etc., in connection with the construction of the Clatskanie-Delena Section of the Columbia River Highway in Columbia County as a throughway.

I would like to call to your attention that in agreements of this type it is extremely important that the coloring of the various portions of roads, on the exhibits attached thereto, be accurate. Therefor I would suggest that particular care be given to the preparation of the exhibits used in this type of agreement.

Yours very truly,

NOTED
W. C. WILLIAMS

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:hg
Enc.

RECEIVED
AUG 3 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 - 1953
[illegible]

August 24, 1953

West Coast Telephone Company
Clatskanie, Oregon

Gentlemen:

This is your authority to bill the Oregon State Highway Commission for the rearrangement of your toll line on the Clatskanie-Delena Section about three miles east of Clatskanie at an estimated cost of $294.32, which includes an allowance for salvage.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. J. D. Walker

HGS: fp

3984

August 24, 1953

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Clatskanie, Oregon

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. J. D. Walker

HGS: fp

FORM E-20X 25M 6-51 80118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1953

5-1023

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Department

COPY

Dear Sir:

Herewith an estimate for moving lines of the West Coast Telephone Company on the Clatskanie-Dalena Section, which were on private right of way.

Will you please arrange for a letter to be sent the company authorizing billing the State for moving these lines.

Yours very truly,

(sgd) J. D. Walker

J. D. Walker
Division Engineer

JDW:AM

C O P Y

Oregon State Highway Commission
c/o Frank E. Terpin, Resident Engineer
Clatskanie, Oregon

Clatskanie

August 7, 1953

To West Coast Telephone Company, Dr.

CWO 1190

For rearranging our plant on New Highway No. 30, three miles east of Clatskanie, Oregon for new construction on July 28, 1953.

Labor	$236.17	
Material	72.63	
Truck Expense	12.43	
Board and Lodging	49.51	
Total	$370.74	
Less Salvage	76.42	
		$294.32

NOTED

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 20, 1954

NOTED
Harold C. Ayers

SUBJECT:

To:
Mr. H. G. Smith
Construction Engineer
Department

NOTED
J. W. CATTRALL

Attention: Mr. Forrest Cooper

Dear Sir:

I talked to Terpin about the Lindberg County Road approach at Station 2022 on the Clatskanie-Delena Section.

The approaches are not completed and will look very different when they are. Terpin will see Judge Whipple and consult with him about these approaches. We will see that they are satisfactory.

Yours very truly,

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Frank E. Terpin

NOTED
J. F. HAGEMANN

RECEIVED
[illegible] 1954
[illegible]

[illegible]
Harold C. Ayers

NOTED
J. W. CATTRALL

August 10, 1953

Columbia County Court
Court House
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

I have checked with our Right of Way Division and am advised that the Highway Department did buy out the farm of M. E. Lawrence in its entirety. This would permit the county to close the Lindberg County Road at its junction with the Clatskanie River County Road when the Clatskanie-Delena Section of the Columbia River Highway is completed. Since the Highway Commission has no power to close county roads other than at the throughway right-of-way boundary, the agreement will still provide for closure by the Highway Commission at the same point; however, the county may close the road as it sees fit.

In addition, I have checked with our Construction Division and have been advised that that section of the Lindberg Road at approximately Station 1765 will be kept open so as not to block county road traffic. As the terrain will not permit a detour at this point, it will be necessary that county road traffic pass through our construction operations.

The two copies of the agreement covering the Clatskanie-Delena Section are being enclosed and it is hoped this agreement will prove satisfactory in view of the above information. If so, please sign and have the County Clerk attest both copies and return them to this office. After signature by the Highway Commission a fully executed copy will be forwarded for your records.

Very truly yours,

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

RECEIVED
FOR FILING

CF-221(3)
3984

July 14, 1953

Kuckenberg Construction Co.
11104 N. E. Holman St.
Portland 20, Oregon

Gentlemen:

We enclose herewith, for your files, a fully executed copy of contract No. 3984, which was awarded to you on July 1, 1953 by the State Highway Commission, for grading and bridge on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded,

RECEIVED
JUL 7 1953
FOR FILING

EF-221(2)

3984

July 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 9, 1953 on Contract No. 3984, Clatskanie-Delena Section, in connection with Federal Aid Project No. EF-221 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams -
Assistant State Highway Engineer

WCW:gn

FOR FILING

FORM 2-20 37,500 4-52 [illegible]

3984

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1953

SUBJECT:

To: Mr. W. C. Williams

OFFICE

NOTED
W. C. WILLIAMS

Attached is a suggested letter to the legal division requesting preparation of an agreement covering the Clatskanie-Delena project on the Columbia River Highway. The closure and access points are as proposed by the right of way division.

Mr. C. W. Enfield has informed this office that it is his opinion that county consent is necessary permitting use of existing county road right of way in all cases where a state highway coincides with or intersects an existing county road. Provision for such consent is included in this proposed agreement.

We would like to point out that during the history of the State Highway Department consent for use of existing county road right of way has never been obtained as it was always assumed that Section 100-132, O.C.L.A., gave the state the right to utilize county right of way. If Mr. Enfield's present interpretation is followed, the state will likely be placed in the position of having to obtain county consent for all projects as nearly all projects intersect a county road at some point. It is believed this matter should be given careful consideration before any set policy is adopted.

Will be given consideration.
WCW.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RECEIVED
JUL 2 1953
STATE HIGHWAY ENGINEER

Att.

FORM E-30 25M 9-51 82819

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 2, 1953

SUBJECT:

To: Mr. C. W. Enfield
Chief Counsel

The Highway Commission has awarded a contract for the construction of the Clatskanie-Delena section of the Columbia River Highway in Columbia County. This section of highway has been designated as a throughway under the Throughway Act of 1951. It is requested that an agreement be prepared for execution by the Columbia County Court and the State Highway Commission covering the following points:

THINGS TO BE DONE BY STATE

1. Construct a separation structure carrying the throughway over the Clatskanie River Road as shown colored in yellow on sheet 4 of "Exhibit A."

2. The State shall construct connecting roads between the throughway and the Clatskanie River Road as shown colored in orange on sheet 4 of "Exhibit A."

3. The State shall connect the Lindberg County Road with the throughway by means of approaches at Highway Engineer's Survey Stations approximately 1772+80, 1779+50, 1792+90, 1956+60, and 1977+25 as shown colored in orange on sheets 6, 7, 12, and 13 of "Exhibit A."

4. The State shall relocate and reconstruct portions of the Lindberg County Road between Highway Engineer's Survey Stations approximately 1785 and 1789, Stations 1956 and 1968, Stations 1977 and 1992, and Stations 2005+50 and 2010+50 as shown colored in green on sheets 7, 12, 13, and 14 on "Exhibit A." The State shall construct these relocated sections to a standard at least equal to that of the existing sections of county road.

5. The State shall close the Lindberg County Road opposite the following points: Highway Engineer's Survey Stations approximately 1764, 1766, 1773, 1779, 1956+80, 1967, 1977+50, 1991+30, 2005+80, and 2009+50. These points of closure are shown by red lines on sheets 6, 12, 13, and 14 of "Exhibit A."

THINGS TO BE DONE BY COUNTY

1. The County, under the provisions of the Throughway Act, shall consent

to the State's plan for carrying the throughway over the Clatskanie River County Road and connections between the Clatskanie River County Road and the throughway as provided for in paragraphs 1 and 2 under THINGS TO BE DONE BY STATE.

2. County shall consent to the relocation and reconstruction by the State of those portions of the Lindberg County Road as designated in paragraph 4 under THINGS TO BE DONE BY STATE.

3. The County shall consent, under the provisions of the Throughway Act, to the closure of the existing Lindberg County Road at the points designated in paragraph 5 under THINGS TO BE DONE BY THE STATE.

4. The County shall consent to the use by the State for state highway purposes the right of way of the portions of the Lindberg County Road between Highway Engineer's Survey Stations approximately 1764 and 1766, Stations 1956 and 1968, Stations 1976 and 1992, Stations 2004 and 2012+50, and Stations 2021+30 and 2023+50 as shown colored in yellow on sheets 6, 7, 12, 13, and 14 of "Exhibit A."

Eight copies of the "Exhibit A" are enclosed for attachment to the resolution. Please return seven copies of the completed agreement.

W. C. Williams
Assistant State Highway Engineer

Encl.

cc: John W. Cattrall

to the State's plan for carrying the throughway over the Clatskanie River County Road and connections between the Clatskanie River County Road and the throughway as provided for in paragraphs 1 and 2 under THINGS TO BE DONE BY STATE.

2. County shall consent to the relocation and reconstruction by the State of those portions of the Lindberg County Road as designated in paragraph 4 under THINGS TO BE DONE BY STATE.

3. The County shall consent, under the provisions of the Throughway Act, to the closure of the existing Lindberg County Road at the points designated in paragraph 5 under THINGS TO BE DONE BY THE STATE.

4. The County shall consent to the use by the State for state highway purposes the right of way of the portions of the Lindberg County Road between Highway Engineer's Survey Stations approximately 1764 and 1766, Stations 1956 and 1968, Stations 1976 and 1992, Stations 2004 and 2012+50, and Stations 2021+30 and 2023+50 as shown colored in yellow on sheets 6, 7, 12, 13, and 14 of "Exhibit A."

Eight copies of the "Exhibit A" are enclosed for attachment to the resolution. Please return seven copies of the completed agreement.

W. C. Williams
Assistant State Highway Engineer

Encl.

cc: John W. Cattrall

RECEIVED
FOR FILING

1F - 1(a)

3984

July 1, 1953

Kuckenberg Construction Co.
13304 N. E. Holman
Portland 20, Oregon

Gentlemen:

The State Highway Commission on May 18 accepted your proposal to perform grading work and to construct a reinforced concrete bridge on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County for the sum of $755,279, and on the same day awarded Contract No. 3984 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telephonic award to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ad

cc - W. H. Franzen
H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis
C. W. Head

RECEIVED

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-221(2)
3984

July 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-221 (2), Clatskanie-Delena Section of the Columbia River Highway, we hereby concur as of this date in award of Contract No. 3984 to the Kuckenberg Construction Co. of Portland, Oregon, low bidder in the amount of $755,270.00 at the May 18, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED

RECEIVED
1953
FOR FILING

BF-221(2)

3-14

July 1, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and bridge construction work on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County, Project BF-221 (2), to the Kuckenberg Construction Co. of Portland, Oregon, on the basis of the bid of $755,270 submitted on May 18, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED

FOR FILING

FORM E-30 25M 9-51 82316

RF 221(2)
3984

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1953

SUBJECT: Clatskanie-Delena Section
Columbia River Highway
Columbia County

To: Mr. W. C. Williams
Ass't. Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Condemnation complaints on the outstanding acquisitions on this project will be filed today. As far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
JUL 2 1953
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1953
FOR FILING

CE. 221(2)

3984

June 15, 1953

Mr. J. F. Quirk
District Plant Engineer
The Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland, Oregon

Dear Sir:

This is your authority to bill the State Highway Department in the amount of $2,600 for the cost of removing your line, now located on private property, from the new right of way of the Clatskanie-Delena Section.

It is understood that you are rebuilding your entire line, which will be completed before September 15, and the changes now being made will be constructed as cheaply as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. J. D. Walker

HGS lg

FORM E-90X 25M 6-51 90116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1953

SUBJECT:

To: Mr. H. G. Smith,
Construction Engineer,
Department.

Dear Sir:

Herewith copy of a letter from the Pacific Telephone and Telegraph Company concerning relocation of their cable and pole line between Clatskanie and Delena, which is now on private property and must be relocated.

Mr. Terpin has investigated and finds that the line is actually located on private property and it would appear that the estimate of $2,600.00 for moving is justifiable. It will be necessary to move these lines prior to September 15 and we therefore will not be able to take advantage of the $1,150.00 saving by waiting until that date.

Will you kindly prepare a letter authorizing the telephone company to proceed on this basis.

Yours very truly,

J. D. Walker,
Division Engineer.

JDW:AM

RECEIVED
JUN 15 1953
OFFICE OF
CONSTRUCTION ENGINEER

C
O
P
Y

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, June 3, 1953

Oregon State Highway Department
Clatskanie, Oregon

Attention: Mr. F. Terpin, Resident Engineer

Gentlemen:

Concerning the relocation of our cable and pole line between Clatskanie and Delena on the new Columbia River Highway, we have investigated our right of way in this section and find that approximately 1,340' of line to be relocated is now on private property.

As discussed with Mr. Terpin, it seems advisable that this billing be arranged on a brakedown on the actual work operations in the field. It has been estimated that the total billing for our work involved will be $2,600.00. Credit for salvage and depreciation was used in determining the total estimated net cost.

We wish to bring it to your attention that this figure may be cut by $1,150.00 if there is no clearing or work of any sort done before September 15, 1953, between Sta. 1765+60 and 1776+50. This is due to the fact that this section of our pole line will be removed entirely by the above date.

If this plan meets with your approval, we would like your authorization to proceed on this basis.

Yours very truly,

J. F. Quirk
District Plant Engineer

TLB:mb

RECEIVED
FOR FILING
FORM E-30

[illegible]

3984

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1953

SUBJECT: Assignment 3834

To: 3834 Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Referring to Assignment number 3834, subject of which was "Right of way across the property of George A. Carlson on the Clatskanie-Delena Section of the Columbia River Highway", this matter has been settled by the Right of Way Department, therefore, no further action is necessary.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper

Forrest Cooper
Assistant Construction Engineer

FC:js

NOTED
W. C. WILLIAMS

RECEIVED
JUN 10 1953
OFFICE OF
STATE HIGHWAY ENGINEER

No. 3834
By [illegible]

Date: November 13, 1952

ASSIGNMENT

Description: Letter of November 11 by George A. Carlson of Portland asking about route of relocation of US30 east from Caltskanie

Acknowledged by _____ Referred to ___ XXXX Smith ✓ _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for _____________ signature
____
____

Assignment executed [illegible] 6-10-53 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Nov 11 52

PLEASE RETURN TO
W. C. WILLIAMS

vise me of

s Hwy 30

ec 13-T7N.RAW).

Line through

there is a pres
(Part of)
my property; is this ^ the probable Route?

When is the work scheduled to start on this section, also when ~~the~~ do you expect completion?

Sincerely yours

George A Carlson
19131 S.E. Addie
Portland (22)

RECEIVED

Nov 11 52

State Hwy Comm
Salem Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:-

Could you please advise me of the route of relocation of US Hwy 30 East from Clatskanie.

I own a $\frac{1}{4}$ sec (NE $\frac{1}{4}$ - SEC 13-T7N.R4W). There is a present survey line through my property; is this (Part of) the probable Route?

When is the work scheduled to start on this section, also when ~~the~~ Do you expect completion?

Sincerely yours

George A Carlson
19131 S.E. Addie
Portland (22)

RECEIVED
[illegible]

RECEIVED
MAY 21 1953
FOR FILING

[illegible]

3784

May 20, 1953

Kuckenberg Construction Co.
11104 N. E. Holman Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 accepted your bid in the amount of $755,270.00 for grading and bridge construction on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl.
cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa SIAC

RECEIVED
MAY 21 1953
FOR FILING

Cl-23[illegible]

3984

Cl 23[illegible]

May 20, 1953

Kuckenberg Construction Co.
11104 N. E. Holman Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 accepted your bid in the amount of $755,270.00 for grading and bridge construction on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl.
cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa SIAC

RECEIVED FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Fed. Aid
Prog. & Plan

BF-221(2)

May 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project BF-221(2), Clatskanie-Delena Section of the ColumbiaRiver Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending advice all rights of way or rights of entry have been acquired.

Please furnish the usual copies of maintenance and encroachment resolutions from the city of Clatskanie prior to preparation of the project agreement.

Very truly yours,

CGPolk
C. G. Polk
District Engineer

NOTED
Harold [illegible]

May 14, 1953

Honorable John W. Whipple
Columbia County Judge
St. Helens, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Judge:

Attached is a carbon copy of a letter from Forrest Cooper, Assistant Highway Department Construction Engineer, to Mr. Walker, Highway Department Division Engineer, covering the placing of any county roads which might be damaged due to our contractor's operations on the Clatskanie-Delena project in a satisfactory condition.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

[illegible] 71 2

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13th, 1953

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Building

COPY

Dear Sir:

Referring to the Clatskanie-Delena Section, it is noted that between Station 2005 and Station 2010 it is proposed to construct a roadway along the southerly side of the main road, which road would be used as a detour and eventually be part of the county road system. I am informed that this county road is oiled; therefore, it will be necessary to replace any sections that are reconstructed with an oil surface. Please see that this is done.

Also, please see that any part of this or any other county road that is damaged by reason of the contractor's operations is repaired and placed in as good a condition as it was at the time that our operations started. I am informed that the County is fearful that there may be some breakup on the county road between Station 2010 and Station 2020 if it is proposed to use this county road during construction operations. Please see that this entire section of road is maintained and left in a satisfactory condition.

Very truly yours,

COPY

H. G. Smith
Construction Engineer

By Forrest Cooper (sgd)

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc: John W. Cattrall

NOTED
J. W. CATTRALL

May 13, 1953

NOTED
Harold C. Ayers

Mr. R. J. Pascoe
City Recorder
Clatskanie, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of six copies of an encroachment resolution and three copies of a grade resolution in connection with the proposed improvement of the Clatskanie-Delena section of the Columbia River Highway. I wish to express my appreciation for the cooperation shown by yourself and the members of the City Council in considering and adopting these resolutions upon such short notice.

The request for four copies of the grade resolution was in error. Three copies are all that we need. Thank you again for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
MAY 15 1953
FOR FILING

[illegible]

3789

May 13, 1953

Oregon State Highway Commission

Gentlemen:

I attach hereto a sketch map indicating the new location for the Lower Columbia River Highway (U.S. 30) between Clatskanie and Delena.

This matter will be on the next agenda, and I recommend that you approve the survey between indicated Stations 1653+36.01 and 2053+06.09.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me

Enclosure

cc Mr. H. G. Smith

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

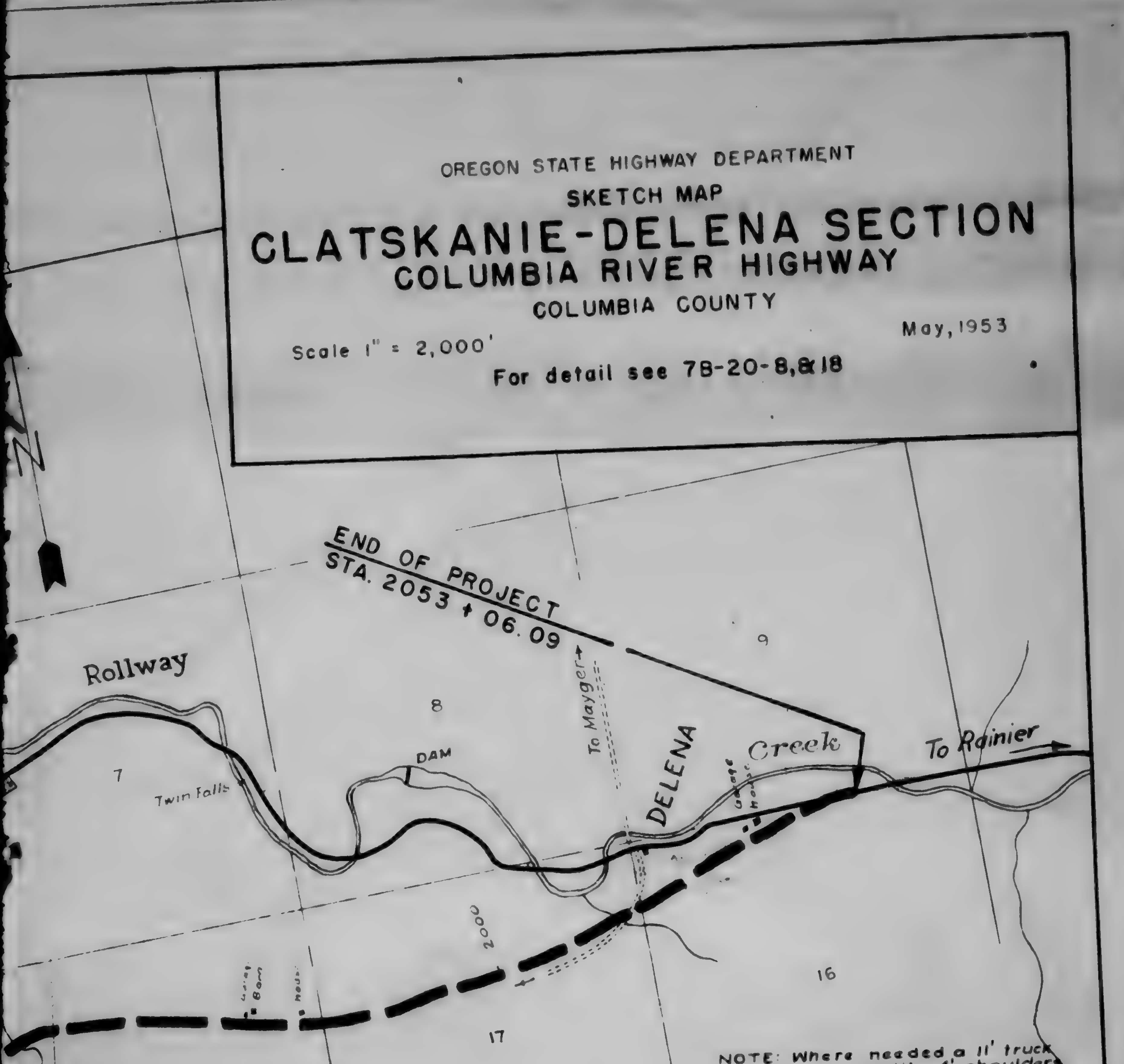
CLATSKANIE-DELENA SECTION
COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

May, 1953

Scale 1" = 2,000'

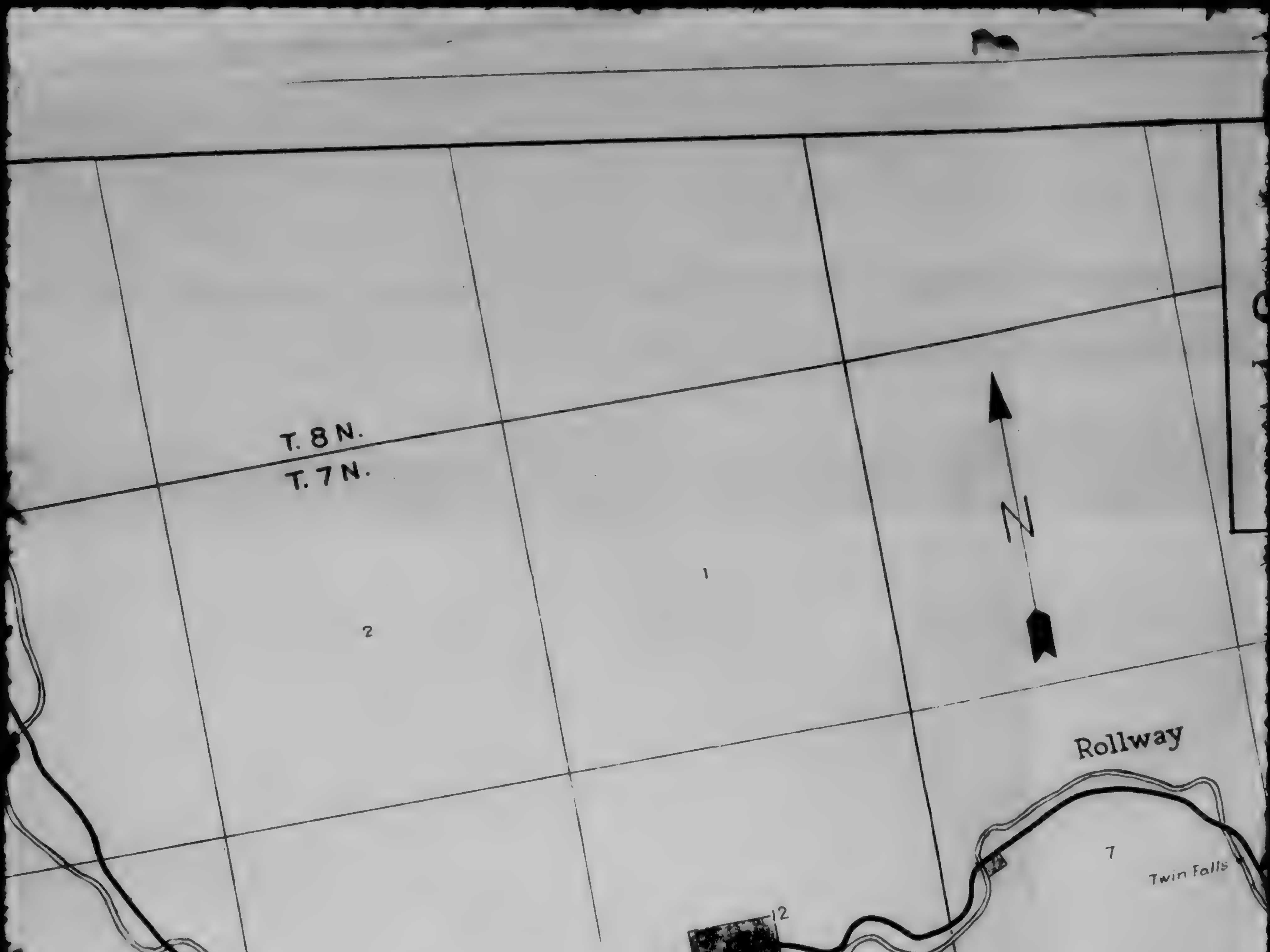
For detail see 7B-20-8,&18

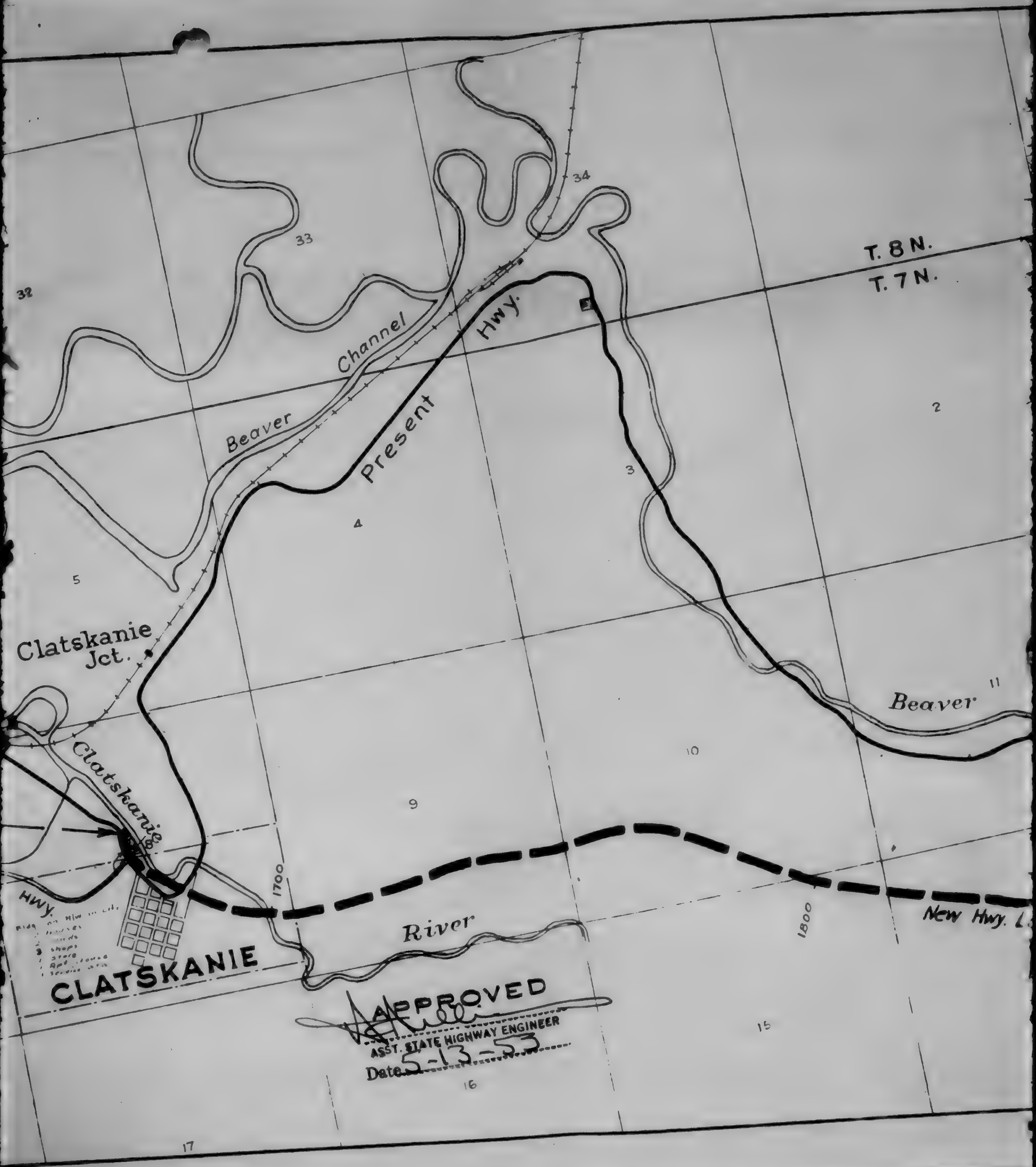


END OF PROJECT
STA. 2053 + 06.09
Rollway
Twin Falls
DAM
To Mayger
DELENA
Creek
To Rainier
2000
R.3W.
7
8
9
16
17
18
VARIABLE 60' - 350'
VARIABLE 60' - 230'
8' 11' 11' 8'
R/W LINE
R/W LINE

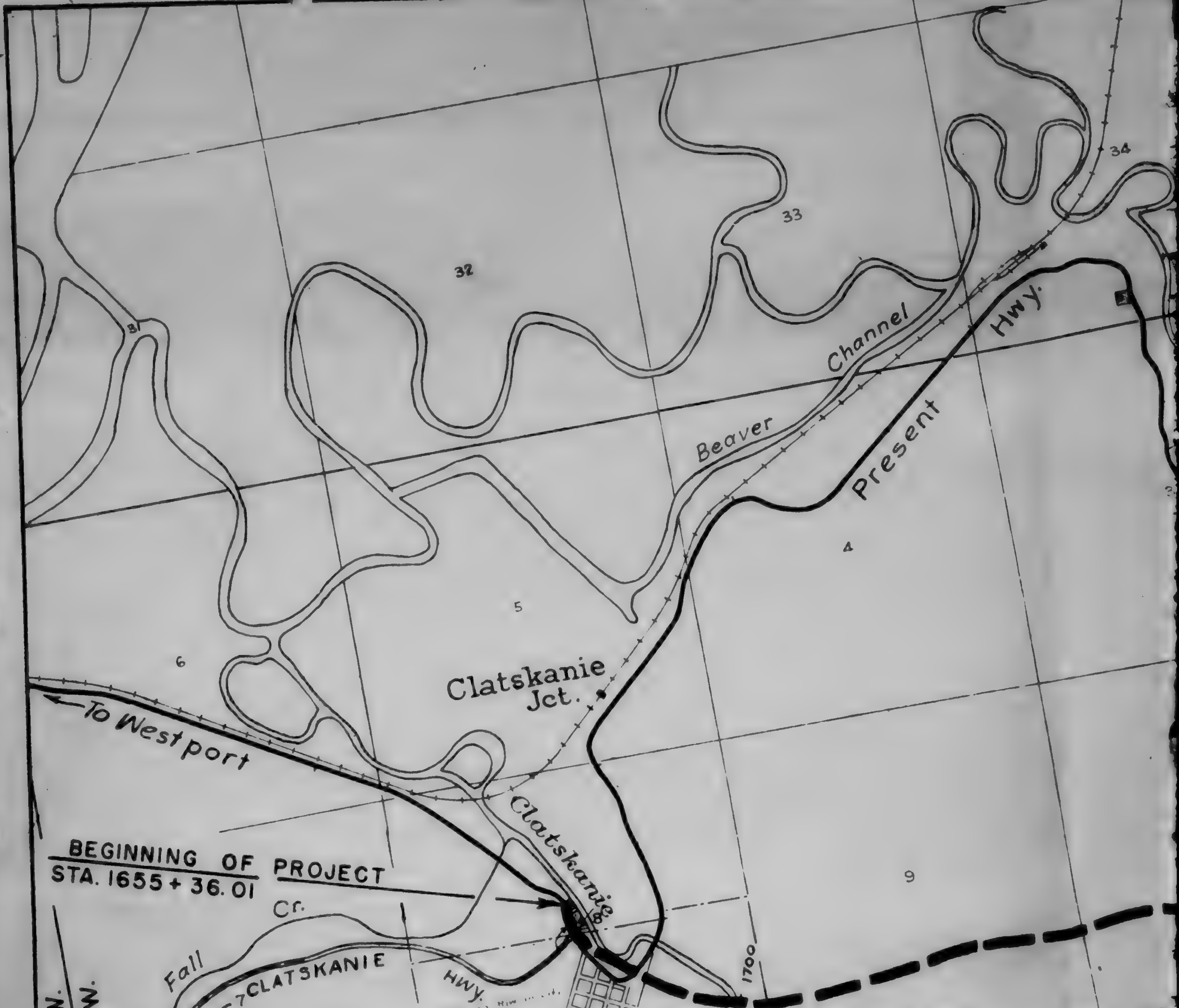
NOTE: Where needed a 11' truck lane is used with 4' shoulders

TYPICAL SECTION


T. 8 N.
T. 7 N.
N
1
2
Rollway
7
Twin Falls
12
11
Beaver
Beaver Falls
10
R. 4 W.
R. 3 W.
18
1800
New Hwy. Location
13
1900
14
15


34
33
32
T. 8 N.
T. 7 N.
Channel
Beaver
Present Hwy.
2
3
4
5
Clatskanie Jct.
Clatskanie
Beaver
11
10
9
8
Hwy.
1700
River
1800
New Hwy. L
CLATSKANIE
15
16
17

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 5-13-53


32
33
34
31
Beaver
Channel
Present
Hwy.
4
5
6
Clatskanie
Jct.
To Westport
Clatskanie
Cr.
9
BEGINNING OF PROJECT
STA. 1655 + 36.01
Fall
MIST – CLATSKANIE
Hwy.
8
1700
River
R. 5 W.
R. 4 W.
CLATSKANIE
16
17

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 5-13-53

CITY OF CLATSKANIE, OREGON

CLATSKANIE, OREGON

May 12, 1953

State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

NOTED
Harold C. Ayers

Attn: John W. Cattrall

Gentlemen:

In compliance with your request of May 8th, the City Council held a special meeting last night, May 11th, at which time both resolutions referred to in your letter were passed and signed.

We are returning six copies of the resolution covering encroachments, and three copies of the one covering grade changes. Your second paragraph stated you were sending four copies of the last-named resolution, and third paragraph asked that four copies be returned. Since it is necessary that we retain one copy of each resolution, we are returning three copies only. If another copy is desired, we will be glad to sign and return an extra copy.

Very truly yours,

CITY OF CLATSKANIE

By
Recorder.

RECEIVED

Encl: 2

3934

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Clatskanie-Delena

County: Columbia

Length of Project: 7.19 Miles

Highway: Lower Columbia River

Res. Eng: F. E. Terpin

Stations: 1674+00 to 2053+06.09

The recommended total thicknesses of base plus wearing surface on this project shall be as follows:

Total Thickness	From Station	To Station
= 20½"	1674+00	1681+90
	1725+50	1808+00
	1820+50	1882+50
	1889+00	2053+06.09
= 24½"	1681+90	1725+50
	1808+00	1820+50
	1882+50	1889+00

Design data is attached.

Submitted by Wm. E. Hill
Soils Engineer

Recommended by
Construction Engineer

Recommended by L. W. Harra
Engineer of Materials

Approved by
Ass't. State Highway Engr.

cc Ass't. State Highway Engineer
Construction Engineer
Ass't. Construction Engineer
Engineer of Materials
Office Engineer
Division Engineer (J. D. Walker)
Resident Engineer (F. E. Terpin)

5/12/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Clatskanie - Delena **Highway:** Columbia River

County: Columbia **Prefix:** 5-1444-900 **Res. Eng:** F. E. Terpin

Length of Project: 7.2 Miles **Stations:** 1674+00 to 2053+06.09

Location		Soil Characteristics					Required Thickness		
							Traffic		
Station	**Depth**	% Pass 200	**LL**	**PI**	R Value	% Silt	**Light**	**Medium**	**Heavy**
1676+00	0 - 4'	59.5	27	2	29	43.8			20"
1683+90	0 - 9'	56.0	49	6	36	36.0			17½"
1700+30	0 - 14'	82.6	50	7	12	51.0			26"
1714+00	0 - 3'	90.4	33	9	20	57;0			23½"
	3 - 25'	74.2	43	15	13	44.5			26"
1717 *	3'-17'	65.5	41	14	14	36.7			25½
	17'- 20	65.8	58	23	23	38.4			22½"
1721 *	0 - 4	86.2	69	20	27	46.7			21
	4'-24'	74.6	61	19	34	40.5			19"
1723+65	0 -10'	85.7	34	5	8	53.1			27½"
	10'-16'	81.5	64	19	12	51.2			26
	16'-28'	76.4	80	21	26	43.5			21½"
1733+50	0 - 6	59.2	40	2	25½	45.8			25½"
	6'-13'	64	58	15	45	33.9			15"
1770+30	2'-28'	82.8	62	29	39	46.5			17"
	28'-44'	80.4	50	19	32	46.0			19½"
1770+55	0 -11'	88.6	69	13	29	20½			20½
	11'-13'	78.8	58	9	35	36.0			18½
1775+60	0 - 3'	86.5	39	12	9	63.9			27"
	3'- 8'	68.4	53	10	42	45.0			16"
1781+75	3'-28'	92.2	64	30	23	56.5			22½
	28'-36'	81.7	58	26	15	51.0			25"
1796+70	3'-40	46.8	36	8	64	20.0			9½'
	40'-48'	54.2	45	21	74	24.9			9½'
	0 - 3'	90.1	34	8	8	60.9			27½"
1811+90	3'-17'	65.1	67	29	33	39.9			19 "
	17'-27'	85.4	58	20	10	57.9			27 "
1820	0 -27	86.4	35	14	17	58.6			24½"
1828+50	0 -16'	63.2	53	10	33	39.5			19 "
	16'-36'	71.3	58	18	36	46.4			18
1842+50	0 -10'	73.6	51	19	25	45.4			22"
	11'-36'	69.4	46	12	17	38.0			24½
	36'-60'	60.9	47	13	35	36.3			18"
1850+25	0 -14	58.5	53	19	20	35.5			20½"
	14'-40'	53.8	64	27	54	30.5			11½"
	40'-48'	71.1	55	16	22	48.9			23 "
	48'-60'	52.1	57	26	35	25.7			17½"

Location		Soil Characteristics					Required Thickness Traffic		
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Light	Medium	Heavy
1855+80	0 - 30	73.3	55	19	30	44.4			20"
1859+75	2'- 15'	85.2	53	24	29	49.2			20½
	15'- 18'	65.1	76	35	44	32.7			15½
	18'- 20'	72.1	68	32	51	33.2			13
1866+62	3'- 8'	77.8	59	23	20	51.9			23½
	8'- 12'	76.0	68	26	24	51.3			22
	12'- 17'	67.8	62	24	64	29.9			9½
	17'- 21'	39.1	60	18	52	25.9			11
1887+50	0 - 6	65.3	35	14	18	43.8			24
1906+25	0 - 32'	86.0	49	25	29	36.6			20½
	32'- 42'	77.3	52	18	26	39.4			21½
1933+20	0 - 24'	92.8	48	20	16	50.1			25
1949+55	18'- 28'	97.6	66	26	26	47.0			21½"
	28'- 32'	93.8	60	21	26	44.6			21½"

NOTED
[illegible]

May 8, 1953

NOTED
J. W. CATTRALL

Mr. Roland Pascoe
City Recorder
Clatskanie, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

The State Highway Commission plans to accept bids for the improvement of the Clatskanie-Delena Section of the Columbia River Highway on May 18th. This project is to be partially financed with federal funds, and in projects of this nature, it is a requirement of the Federal Bureau of Public Roads that a standard form of encroachment resolution be adopted by the city concerned covering that portion of the project within the corporate limits. This resolution provides that the city will permit no encroachment upon the right of way which will permanently interfere with the free and convenient flow of traffic. Enclosed are seven copies of such a resolution.

Oregon law requires that the consent of the appropriate city be obtained by the Highway Commission before changing the grade of any city street. Enclosed are four copies of a standard form of resolution giving this consent for that portion of the Clatskanie-Delena Section within Clatskanie.

We are asking that the city, by means of a special council meeting, adopt these resolutions so that six signed copies of the one covering encroachments and four signed copies of the one covering grade changes could be mailed in time to arrive in this office prior to May 15th. We realize that this is extremely short notice and will be very appreciative if this request can be met.

Also enclosed for your information and records is a set of plans and specifications for the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

184

OREGON PROJECT BF-22(2)

NOTE
Harold C.

RESOLUTION

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of Clatskanie, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

> The Columbia River Highway as relocated and realigned by the Clatskanie-Delena Section, Oregon Project BF-22(2), from the northerly city boundary to the easterly city boundary.

NOTED
J. F. HAGEMANN

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said highway until and unless the said City of Clatskanie will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

Form cc-11

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Clatskanie, Columbia County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Clatskanie, Columbia County, Oregon, this 11th day of May, 1953.

Attest:

K. J. Vasco
City Recorder

J. D. Perry
Mayor

Form cc-11
Page 2

[illegible]
Harold [illegible]

File [illegible]

[illegible]
J. F. [illegible]

RESOLUTION

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of Clatskanie, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

> The Columbia River Highway as relocated and realigned by the Clatskanie-Delena Section, Oregon Project BF-22(2), from the northerly city boundary to the easterly city boundary.

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval,

And, WHEREAS, under the provisions of the laws of the State of Oregon, the Highway Commission is given jurisdiction over streets taken over for state highway purposes, but, before the grade of any such street as the same may have been maintained by the city or town is changed, consent to such grade change must be given by the governing body of the interested municipality.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Clatskanie, Columbia County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described hereinabove and which are traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and maintain the said streets in accordance with said grade changes.

In consideration of the aforesaid construction by the State Highway Commission, the city hereby agrees to adopt such additional resolutions, ordinances or procedures as may be necessary or proper to effect the change of grade and provide for the improvement and maintenance of said streets.

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, repair, and maintenance.

Passed by the Common Council of the City of Clatskanie, Columbia County, Oregon, this 11th day of May 1953.

ATTEST:

City Recorder

Mayor

F-92(4) Fields Cr.-Mt. Vernon Unit, 1953
Dayville-Mt. Vernon Sec., John
#3985 Day Hwy.

R. H. Boldock

April 19th, 1956

FINAL COST ANALYSIS

Fields Creek-Mt. Vernon Section
Contract #3985

J. M. Arenz, Contractor
J. H. Walker, Resident Engineer

John Day Highway
Prefix 12-1024 F-92(4)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing		All	$	$	$ 11,183.30	$ 12,500.00
Struct. Excav., Unclass.	636.32	Cu. Yd.	3.00	2.235	1,422.18	1,908.96
Trench " "	1,932.14	" "	3.00	1.883	3,638.22	5,796.42
Spec. Borrow Excav., Unclass.	50,244	" "	0.38	0.359	18,037.60	19,092.72
General Excav., Unclass.	79,104.5	" "	0.39	0.336	26,651.85	30,850.76
Short Overhaul	119,175.6	Yd. Sta.	0.02	0.02	2,383.51	2,383.51
Long Overhaul	769.3	C-Yd. Sta.	0.45	0.45	346.19	346.19
Truck Haul on Special Borrow	58,749.5	Cu. Yd.	0.15	0.148	8,694.93	8,812.43
Finiah R/B & Slopes	10.28	Mile	500.00	741.97	7,627.45	5,140.00
Rounding Cutbanks	11,255	Lin. Ft.	0.20	0.237	2,667.44	2,251.00
12" Corr. Metal Pipe	470	" "	3.00	2.812	1,321.64	1,410.00
18" " " "	1,060	" "	4.45	4.109	4,355.54	4,717.00
24" " " "	176	" "	6.50	5.682	1,000.03	1,144.00
36" " " "	178	" "	11.80	10.448	1,859.74	2,100.40
48" " " "	126	" "	16.25	15.157	1,909.78	2,047.50
72" Corr. Metal Pipe, Coated	8	" "	40.00	26.255	210.00	320.00
Remove & Reinstall Sloped End		100%	100.00		72.20	100.00
43" Arch Type Corr. Metal Pipe	48	Lin. Ft.	13.00	10.188	489.02	624.00
72" Arch Type Corr. Metal Pipe	8	" "	40.00	28.725	229.80	320.00
18" Corr. Metal Siphon Pipe	174	" "	5.95	6.699	1,160.41	1,035.30
*Concrete End Basins	6.288	Cu. Yd.	65.00	65.00	408.72	408.72
Salvage Culvert Pipe	858	Lin. Ft.	2.50	1.858	1,594.16	2,145.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Selected Roadbed Topping	57,843	Cu. Yd.	$ 0.55	$ 0.534	$30,946.00	$ 31,813.65
Hauling " "	90,568.5	Yd. Mi.	0.15	0.152	13,766.41	13,585.28
**3/4"-0 Mat'l. in Level Course	17,206	Cu. Yd.	2.05	2.077	35,736.86	35,272.30
Sprinkling	4,279.5	M/Gal.	2.00	1.448	6,196.72	8,559.00
**3/4"-0 in Binder Course	1,342	Cu. Yd.	3.00	2.693	3,614.00	4,026.00
**MC-2 Asphalt in Binder Course	130.1	Ton	46.50	45.10	5,867.51	6,049.65
**Class "B" Asphaltic Concrete	20,724.25	"	5.65	5.378	111,455.02	117,092.01
**Aggregate in Shoulder Oiling	2,365	Cu. Yd.	3.00	3.90	9,223.50	7,095.00
**150-200 Asphalt in Shoulder Oiling	165.95	Ton	45.00	47.77	7,927.43	7,467.75
**RS-1 Emulsified Asphalt Shoulder Oiling	44.96	"	48.00	45.30	2,036.69	2,158.08
PA #1, 42" Corr. Metal Pipe	56	Lin. Ft.	14.25	12.776	715.47	798.00
PA #2, 29" Arch Type Corr. Metal Pipe	48	" "	7.35	6.046	290.21	352.80
PA #3, 72" Corr. Metal Pipe	47	" "	40.00	26.255	1,233.99	1,880.00
PA #4, 12" " " "	100	" "	2.40	2.812	281.20	240.00
PA #5, 8" Corr. Metal Siphon Pipe	88	" "	4.95	3.244	285.54	435.60
PA #6, 6" Corr. Metal Pipe	50	" "	1.99	1.539	76.96	99.50
PA #6, Struct. Excav.	14.96	Cu. Yd.	3.00	2.235	33.44	44.88
PA #7, Furnish & Place Riprap	915	" "	2.50	2.542	2,325.99	2,287.50
*PA #8, Wooden Siphon Box Lids	3	Each	10.00	10.00	30.00	30.00
**PA #9, Purchase Excess ¼"-#10 Cr. Material in Stockpile	457.3	Cu. Yd.	3.00	2.946	1,347.20	1,371.90
					$330,653.85	$346,112.81

* Work done all or part by Orlando C. Bennard.
** Wodk done all or part by J. C. Compton Co.

	Gross Revenue	Total Cost	Profit	% Profit
J. M. Arenz	$180,205.22	$168,535.30	$11,669.92	6.4%
J. C. Compton Co.	165,907.59	162,118.55	3,789.04	2.3%
	$346,112.81	$330,653.85	$15,458.96	4.4& %

DETAIL OF COSTS on Contract Nos. 3985 & 3986
J ~~V~~. M. Arenz, Contractor

Labor:						
Labor & Supervision					$151,112.67	
Labor Insurance					14,239.48	
						$165,352.15
Materials:						
6" Corr. Met. Pipe	50 Ft.	at $	1.06	Inc.Bands	53.00	
8" Corr. Met.Siphon P.	88 Ft.	"	2.41	" "	212.04	
8" Pref.Corr. Met.Drain P.	88 Ft.	"	1.64	" "	144.15	
8" Corr. Met.Pipe	68 Ft.	"	1.67	" "	113.80	
12" Corr. Met. Pipe	1108 Ft.	"	2.06	" "	2,281.44	
18" Corr. Met. Pipe	3633 Ft.	"	2.94	" "	10,682.00	
24" Corr. Met. Pipe	296 Ft.	"	4.64	" "	1,374.60	
36" Corr. Met. Pipe	472 Ft.	"	8.90	" "	4,201.12	
42" Corr. Met. Pipe	56 Ft.	"	11.52	" "	645.12	
48" Corr. Met. Pipe	224 Ft.	"	13.11	" "	2,936.32	
72" Corr. Met. Pipe	124 Ft.	"	23.29	" "	2,887.80	
22" Arch Type Corr. M. P.	172 Ft.	"	3.13	" "	538.72	
29" Arch Type Corr. M. P.	148 Ft.	"	5.10	" "	755.30	
36" Arch Type Corr. M. P.	88 Ft.	"	6.29	" "	553.60	
43" Arch Type Corr. M.P.	486 Ft.	"	9.03	" "	4,389.49	
65" Arch Type Corr. M. P.	110 Ft.	"	16.67	" "	1,833.60	
72" Arch Type Corr. M. P.	68 Ft.	"	25.80		1,754.08	
18" Corr. Met.Siphon Pipe	710 Ft.	"	4.55		3,230.10	
18" Corr. Metal Elbows	3 Ea.	"	16.03		48.09	
						38,634.37
Equipment Rentals & Misc. Supplies:						
Equipment Rentals (owned)					135,118.65	
Gas, Oil & Grease					42,906.75	
Small Tools & Misc. Supplies					2,842.40	
Powder & Caps					506.29	
Freight & Cartage					2,915.00	
PL & PD Insurance					621.10	
Bond					2,498.70	
Home Office & General Overhead					7,892.50	
						195,301.39
						399,287.91
Paid to Orlando C. Bennard (Sub. on Bridges)						5,750.56
Total Cost						$405,038.47

DETAIL OF COST on Contracts Nos. 3985 & 3986

J ~~W~~. C. Compton, Contractor

Labor:							
	Labor & Supervision					$106,119.69	
	Labor Insurance					6,154.91	
							$112,274.60
Materials:							
	86-100 Asphalt	2106.9	Tons	at	$10.87	$ 22,891.09	
	Freight on 86-100	2106.9	Tons	"	17.20	36,220.60	
	MC-2 Asphalt	316.67	Tons	"	21.86	7,136.20	
	Freight on MC-2Asphalt	316.67	Tons	"	12.29	4,012.07	
	150-200 Asphalt	292.43	Tons	"	22.50	6,588.74	
	Freight on 150-200 Asphalt	292.42	Tons	"	12.29	3,497.54	
	RS-1 Asphalt	88.75	Tons	"	21.60	1,918.70	
	Freight on RS-1 Asphalt	88.75	Tons	"	11.84	1,051.62	
							83,316.56
Equipment Rentals & Misc. Supplies:							
	Equipment Rentals (owned)					$ 73,606.75	
	Hired Equipment					12,084.06	
	Gas, Oil & Grease					19,543.43	
	PL & PD Insurance					1,203.74	
	Small Tools & Misc. Supplies					2,411.10	
	Bond					2,564.13	
	Heat Oil Inc. Freight					8,438.40	
	Home Office and General Overhead					9,952.00	
							129,803.61
					Total Cost		$325,394.77

BREAKDOWN ON CRUSHING COST   Contracts No. 3985 & 3986

J, ~~V.~~ C. Compton Co.

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up (2 Set Ups)	83,240	Cu. Yds.	$ 8,282.33	$ 0.101
Haul to Crusher	83,240	Cu. Yds.	23,403.21	0.281
Crushing	83,240	Cu. Yds.	59,254.36	0.711
Haul & Stockpile at Plant Sites	83,240	Cu. Yds.	10,408.16	0.124
	83,240	Cu. Yds.	$101,348.06	$1,217

The crushing plant operated 1103 hours for an average production of 75.4 Cu. Yds. per working hour.

Contract #3985

Remarks:

This was a "Regular Federal Aid Project", the contract calling for the construction of 10.28 miles of highway roadbed, construction of 10.28 miles of roadbed topping, construction of 10.28 miles of leveling course, construction of 10.28 miles of asphaltic concrete pavement and the construction of 10.28 miles of Type 0-11 modified on roadbed shoulders. This project was bid May 18th, 1953. Work started July 29th, 1953 and the project was completed September 16th, 1954.

On July 29th, 1953 the contractor moved in two D-8 cats, one with brush dozer, and a crew of 7 men and started clearing. Hand labor was used on most of the clearing. This item shows a small profit.

Excavation consisted of mostly dirt and gravel. Very little solid rock was encountered on this section. Grading equipment consisted of four DW-10's, four D-8 cats, two with 18 cu. yd. scrapers, and two #12 cat blades. Finding less solid rock than anticipated, general excavation shows a profit.

Gravel topping was taken from two pits, one located 0.1 mile north of Station 1115+00, the other pit located 0.15 mile north of Station 1928+00. All topping was loaded with a 3/4 cu. yd. shovel and hauled to the road in company-owned DW-10's and 6 cu. yd. trucks and handled on the road with cat, blade and roller.

All crushed materials were crushed from the gravel pit located 0.1 mile north of Station 1115+00. A three-crusher plant was used in this pit. The plant was fed with a 3/4 cu. yd. shovel and two 6 cu. yd. trucks. All crushed materials were stockpiled at the plant.

The prime contractor on this project also received the low bid on the Mt. Vernon-John Day Section. These two sections were worked together. Being late in the season, only the grading and topping were completed in 1953; the 3/4"-0 in leveling course was not put on the road until 1954. This caused the contractor to stockpile the material at the crushing plant which increased the cost of 3/4"-0 in leveling course.

A Pioneer continuous paving plant was moved into the pit located 0.1 mile north of Station 1115+00 (Moon Creek) where all Class "B" asphaltic concrete was produced for this project. All 86-100 asphalt was shipped from Wyoming to Seneca in tank cars, then reheated and hauled to the job in company-owned transports. Having good production on Class "B" asphaltic concrete, this item shows a profit.

A complete oiling outfit was moved in about the first of August to put on the 3/4"-0 in shoulder, oiling of shoulders and put on the seal coat. All asphalt was shipped from Portland in insulated transports.

By working the two projects as one project, the contractors were only able to realize a small profit from this project.

R. D. Asburry
Chief Cost Analyst

By . . K. T. Wechter

9

RECEIVED
MAR 9 1955
FOR FILING

F-92(4)

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 7, 1955

(CONTRACT NO.) 375	(EST. NO.)	(CONTRACTOR)	
3985	16-Final	J. M. Arens	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4011	R-117053	$ 10,398.99	3/4/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **July 31, 1954**

Time Extensions: **Sept. 16, 1954 without penalty**

Completion Date: **Sept. 16, 1954**

Date Accepted: **Oct. 28, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-7-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 7 1955
Ruth Rawlings

D ON CARD

RECEIVED
FEB 24 1955
FOR FILING

F-42(4)

February 24, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 3985 for work performed on the Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County was completed by the contractor, J. M. Arenz, on September 16 and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $10,398.99 will be released to the contractor on or after March 7, 1955. The total contract amount is $346,112.81 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 26 1954
FOR FILING

1-4-(4)
85

November 26, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. M. Arenz on contract No. 3985, for the Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County. This payment, in the amount of $20,568.33, will be released to the contractor on or after December 6, 1954. The retained percentage is in the amount of $10,382.90.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
11-26-54

RECEIVED
NOV 16 1954
FOR FILING

F-92(4)
2155

November 9, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 16, 1954, on Contract No. 3985, Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section, in Grant County, in connection with Federal Aid Project No. F-92 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

cc: John Cattrall

RECEIVED
NOV 15 1954
FOR FILING

F-92(4)
3985

November 9, 1954

Mr. J. W. Arenz
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Dear Sir:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from July 31, 1954 to September 16, 1954, within which to complete your contract No. 3985 for grading and paving on the Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Lloyd Query, Assistant Secretary

gl

cc: L. F. Larson,
Division Engineer

Claude Mahan,
Resident Engineer

W. C. Smith,
Construction Engineer

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

F-92(4)

For Week Ending October 30, 1954

Section Fields Creek - Mt. Vernon Unit, Dayville - Mt. Vernon

Kind of work Grading & Paving

Highway John Day

Section prefix 12 - 1024 F - 92(4)

Contractor J. M. Arenz

Contract number 3985

Date of contract July 1, 1953

Date of completion July 31, 1954

Date work started July 29, 1953

Estimated date of completion September 16 1954

Amount of contract $351,183.75

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $351,922.30

Per cent of contract completed, based on total contract price 100.21 %

Engineering cost to date $25,000, 93 %

Date project was completed 9 - 16, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project completed by state forces this week except for a few more site posts at the beginning of the project.

Semifinal Estimate and supporting data completed and taken to Pendleton on Thursday and taken on into the La Grande office on Friday.

THIS IS THE FINAL REPORT.

NOTED H. G. SMITH

NOTED B. A. MARTIN

Signed John H. Walker By:

Address John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED FORREST COOPER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	10.28	10.28		10.28	10.28
Miles partially completed				-	
Miles completed	10.28	10.28		10.28	10.28
Total estimated quantities	129,348.5 Cy.	75,049 Cy.		341 ton 3,707 Cy.	20,724.25 ton
Estimated quantities moved or placed to date	129,348.5 Cy.	75,049 Cy.		341 ton 3,707 Cy.	20,724.25 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

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OCT 28 1954
FOR FILING

October 28, 1954

Mr. John N. Walker
Resident Highway Engineer
Box 459
Pendleton, Oregon

Dear Sir:

Contract No. 3985, Fields Creek-Mt. Vernon Unit and Contract No. 3986, Mt. Vernon-John Day Section, are being presented to the Highway Commission for acceptance October 28.

Final payment will not be made, however, until the report on Materials and Employment, Form PR-47-A, has been received. It is an obligation of the contractor, and a part of his contract, to furnish the engineer the information as called for by this form.

Acceptance of the contract is being requested at this time in expectation of early submission of records, including Form PR-47-A, and to avoid delay in final payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

cc: A. F. Parson

J. M. Arens
1601 N. E. Columbia Blvd.
Portland 11, Oregon

RECEIVED
OCT 27 1954
FOR FILING

F 92(4)

October 26, 1954

Request for extension of time
No. 33
October 28 and 29 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from J. M. Arens for an extension of time on the Fields Creek-Mt. Vernon Grading and Paving Project, Contract No. 3985, from July 31, 1954 to September 16, 1954.

Bids were taken on this job on May 18, 1953, but award was not made until July 1, 1953. The contractor started work immediately and used every effort in an attempt to complete the project within the time limit. While there was some inconvenience to the traveling public, there was no increase in cost to the State, and I recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP lg

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FOR FILING

F-92 (4)
3985

October 20, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Fields Creek-Mt. Vernon Contract No. 3985, Oregon F-92 (4), from July 31, 1954 to September 16, 1954, to J. M. Arens, contractor.

Bids were taken on this job May 18, 1953, but award was not made until July 1, 1953. The contractor started work immediately and endeavored to complete the project within the time limit. While there was some inconvenience to traffic, there was no increase in cost to the State, and I recommend that the extension be granted without penalty.

I would like to present this request to the Commission on October 28th, and would therefore appreciate an early reply to this letter.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc to: H. G. Smith

Form PR 2 (Revised 1950)

F-92(4)

3185

CPR8

State Oregon

Project No. F-92(4)

Federal Aid

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of February, 1953, a program, which was approved on the 12th day of March, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 1st day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred ninety-six thousand, and 00/100 dollars ($496,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-4

Arl

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 879+00 in the SW 1/4, Section 13, T-13-S, R-28-E, W.M. and survey station 430+03.17 in the SW 1/4, Section 23, T-13-S, R-31-E, W.M., except stations, 1234+76 - 1235+90, 1328+70 - 1331+65, & 10+28 - 11+04, length 18.083 miles, in Grant County, being Oregon Federal Aid project No. F-92(4), consisting of 18.034 miles of roadway and two bridges, each of more than 20 feet clear span, 0.049 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

SEP 25 1953

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

four hundred ninety-six thousand, and 00/100

dollars ($496,000.00), which does not exceed the authorized Federal pro rata share of

eight hundred thousand, seven hundred seventy-one and 40/100

dollars ($800,771.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By W.K. McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W.H. Lynch
Division Engineer,
Bureau of Public Roads.

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Oregon State Highway Department

Federal Aid Project
No. F-92 (4)

FIELDS CREEK-JOHN DAY SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1953

Type Code 6201
Fields Creek-Mt. Vernon Unit, Roadway (Sta. 879/00 to Sta. 1419/97.8 = Sta. 8/99.9 to Sta. 17/00) (Contract No. 3985)

All Required		Clearing and Grubbing		$ 12,900.00
420	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,260.00
3,670	cu. yds.	Trench Excavation, Unclassified	3.00	11,010.00
31,300	cu. yds.	Special Borrow Excavation, Unclassified	0.38	11,894.00
66,000	cu. yds.	General Excavation, Unclassified	0.39	25,740.00
130,000	yd. stas.	Short Overhaul	0.02	2,600.00
2,700	C-yd. stas.	Long Overhaul	0.45	1,215.00
24,000	yd. mi.	Truck Haul on Special Borrow	0.15	3,600.00
10.28	mi.	Finishing Roadbed and Slopes	500.00	5,140.00
12,000	lin. ft.	Rounding Cutbanks	0.20	2,400.00
220	lin. ft.	12-inch Corrugated Metal Pipe	3.00	660.00
470	lin. ft.	18-inch Corrugated Metal Pipe	4.45	2,091.50
360	lin. ft.	24-inch Corrugated Metal Pipe	6.50	2,340.00
180	lin. ft.	36-inch Corrugated Metal Pipe	11.80	2,124.00
90	lin. ft.	48-inch Corrugated Metal Pipe	16.25	1,462.50
10	lin. ft.	72-inch Corrugated Metal Pipe	40.00	400.00
All Required		Removing and Reinstalling Sloped Ends		100.00
50	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	13.00	650.00
10	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	40.00	400.00
380	lin. ft.	18-inch Corrugated Metal Siphon Pipe	5.95	2,261.00
26	cu. yds.	Concrete End Basins	65.00	1,690.00
750	lin. ft.	Salvaging Culvert Pipe	2.50	1,875.00
54,000	cu. yds.	Selected Roadbed Topping	0.55	29,700.00
67,000	yd. mi.	Hauling Roadbed Topping	0.15	10,050.00
14,800	cu. yds.	3/4" - 0 Material in Leveling Course	2.05	30,340.00
1,500	M-gal.	Sprinkling	2.00	3,000.00
540	cu. yds.	3/4" - 0 Material in Binder Course	3.00	1,620.00
120	tons	MS-2 Asphalt in Binder Course	46.50	5,580.00
2,000	tons	Asphaltic Concrete in Patching	5.65	11,300.00
21,000	tons	Class "B" Asphaltic Concrete	5.65	118,650.00
136	tons	RS-1 Emulsified Asphalt in Tack Coat and Pavement Seal	48.00	6,528.00

670	cu. yds.	Aggregate in Pavement Seal	$ 4.00	$ 2,680.00
2,440	cu. yds.	Aggregate in Shoulder Oiling	3.00	7,320.00
200	tons	150-200 Asphalt in Shoulder Oiling	45.00	9,000.00
60	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	48.00	2,880.00
				$332,061.00

Mt. Vernon-John Day Unit
Outside City (Sta. 8/99.9 to Sta. 405/30) (Contract No. 3986)

All Required		Clearing and Grubbing (95%)		$ 9,500.00
1,000	cu. yds.	Structural Excavation, Unclassified	$ 3.00	3,000.00
900	cu. yds.	Trench Excavation, Unclassified	3.00	2,700.00
11,000	cu. yds.	Special Borrow Excavation, Unclassified	0.38	4,180.00
206,000	cu. yds.	General Excavation, Unclassified	0.29	59,740.00
531,000	yd. stas.	Short Overhaul	0.015	7,965.00
13,000	C-yd. stas.	Long Overhaul	0.45	5,850.00
14,500	yd. mi.	Truck Haul on Special Borrow	0.15	2,175.00
7.28	mi.	Finishing Roadbed and Slopes	500.00	3,640.00
9,700	lin. ft.	Rounding Cutbanks	0.20	1,940.00
2,400	lin. ft.	18-inch Corrugated Metal Pipe	4.45	10,680.00
70	lin. ft.	24-inch Corrugated Metal Pipe	6.50	455.00
360	lin. ft.	36-inch Corrugated Metal Pipe	11.80	4,248.00
120	lin. ft.	48-inch Corrugated Metal Pipe	16.20	1,944.00
190	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	5.00	950.00
70	lin. ft.	29-inch Arch Type Corrugated Metal Pipe	7.35	514.50
90	lin. ft.	36-inch Arch Type Corrugated Metal Pipe	9.30	837.00
230	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	13.05	3,001.50
70	lin. ft.	58-inch Arch Type Corrugated Metal Pipe	17.60	1,232.00
50	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	30.00	1,500.00
680	lin. ft.	18-inch Corrugated Metal Siphon Pipe	5.95	4,046.00
34	cu. yds.	Concrete End Basins	65.00	2,210.00
1,800	lin. ft.	Salvaging Culvert Pipe	2.00	3,600.00
32	cu. yds.	Class "A" Concrete	65.00	2,080.00
5,000	lbs.	Metal Reinforcement	0.13	650.00
51,000	cu. yds.	Selected Roadbed Topping	0.55	28,050.00
124,000	yd. mi.	Hauling Roadbed Topping	0.15	18,600.00
11,970	cu. yds.	3/4" - 0 Material in Leveling Course	2.05	24,538.50
1,290	M-gal.	Sprinkling	2.00	2,580.00
1,000	cu. yds.	3/4" - 0 Material in Binder Course	3.00	3,000.00
170	tons	MC-2 Asphalt in Binder Course	46.50	7,905.00
16,350	tons	Class "B" Asphaltic Concrete	5.65	92,377.50
80	tons	RS-1 Emulsified Asphalt in Tack Coat and Pavement Seal	48.00	3,840.00

510	cu. yds.	Aggregate in Pavement Seal	$ 4.00	$ 2,040.00
1,700	cu. yds.	Aggregate in Shoulder Oiling	3.00	5,100.00
130	tons	150-200 Asphalt in Shoulder Oiling	45.00	5,850.00
38	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	48.00	1,824.00
				$334,343.00
			Subtotal	$666,404.00
			10% Engr. & Cont.	66,640.40
			Total	$733,044.40
		Length of Roadway	17.566 miles	
		Cost per Mile	$41,730.86	

Inside City of John Day (Sta. 405/20 to Sta. 430/03.17)
(Contract No. 3986)

All Required		Clearing and Grubbing (5%)		$ 500.00
230	cu. yds.	3/4" - 0 Material in Leveling Course	$ 2.05	471.50
10	M-gal.	Sprinkling	2.00	20.00
1,050	tons	Class "B" Asphaltic Concrete	5.65	5,932.50
10	tons	RS-1 Emulsified Asphalt in Tack Coat and Pavement Seal	48.00	480.00
40	cu. yds.	Aggregate in Pavement Seal	4.00	160.00
120	cu. yds.	Aggregate in Shoulder Oiling	3.00	360.00
10	tons	150-200 Asphalt in Shoulder Oiling	45.00	450.00
2	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	48.00	96.00
			Subtotal	$ 8,470.00
			10% Engr. & Cont.	847.00
			Total	$ 9,317.00
		Length of Roadway	0.466 mile	
		Cost per Mile	$19,908.11	

Type Code X021
Moon Creek Bridge (Sta. 1114/15 to Sta. 1114/90) (Contract No. 3983)

150	cu. yds.	Structural Excavation	$ 10.00	$ 1,500.00
5	cu. yds.	Structural Excavation Below Elevation Shown	20.00	100.00
150	cu. yds.	Class "A" Concrete	65.00	9,750.00
40,000	lbs.	Metal Reinforcement	0.12	4,800.00
				$ 16,150.00

Type Code 2021
John Day River Bridge (Sta. 98/61 to Sta. 100/43) (Contract No. 3983)

200	cu. yds.	Structural Excavation	$ 10.00	$ 2,000.00
5	cu. yds.	Structural Excavation Below Elevation Shown	20.00	100.00
370	cu. yds.	Class "A" Concrete	65.00	24,050.00
90,000	lbs.	Metal Reinforcement	0.12	10,800.00
				$ 36,950.00

Subtotal	$ 53,100.00
10% Engr. & Cont.	5,310.00
Total	$ 58,410.00

Length of 2 Structures	0.049 mile
Length of 3 Structures	0.092 mile (Exceptions)
Total Length	0.141 mile

SUMMARY OF FEDERAL FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Outside City)	$733,044.40	$454,050.00	$278,994.40
Roadway (Inside City of John Day)	9,317.00	5,771.00	3,546.00
Structures	58,410.00	36,179.00	22,231.00
	$800,771.40	$496,000.00	$304,771.40

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-92 (4)

FIELDS CREEK-JOHN DAY SECTION
OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1953

Type Code 6201
Fields Creek-Mt. Vernon Unit, Roadway (879+00) (Through Equation 1419+27.3 = 8+99.2 to Sta. 17+00)

All Required		Clearing and Grubbing		$ 8,000.00
420	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,260.00
3,670	cu. yds.	Trench Excavation, Unclassified	2.00	7,340.00
31,300	cu. yds.	Special Borrow Excavation, Unclassified	0.40	12,520.00
66,000	cu. yds.	General Excavation, Unclassified	0.40	26,400.00
130,000	yd. stas.	Short Overhaul	0.02	2,600.00
2,700	C-yd. stas.	Long Overhaul	0.50	1,350.00
24,000	yd. mi.	Truck Haul on Special Borrow	0.20	4,800.00
10.28	mi.	Finishing Roadbed and Slopes	600.00	6,168.00
12,000	lin. ft.	Rounding Cutbanks	0.20	2,400.00
220	lin. ft.	12-inch Corrugated Metal Pipe	3.00	660.00
470	lin. ft.	18-inch Corrugated Metal Pipe	4.75	2,232.50
360	lin. ft.	24-inch Corrugated Metal Pipe	6.50	2,340.00
180	lin. ft.	36-inch Corrugated Metal Pipe	13.00	2,340.00
90	lin. ft.	48-inch Corrugated Metal Pipe	20.00	1,800.00
10	lin. ft.	72-inch Corrugated Metal Pipe	45.00	450.00
All Required		Removing and Reinstalling Sloped Ends		150.00
50	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	15.00	750.00
10	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	40.00	400.00
380	lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.25	2,375.00
26	cu. yds.	Concrete End Basins	70.00	1,820.00
750	lin. ft.	Salvaging Culvert Pipe	2.00	1,500.00
54,000	cu. yds.	Selected Roadbed Topping	0.45	24,300.00
67,000	yd. mi.	Hauling Roadbed Topping	0.18	12,060.00
14,800	cu. yds.	3/4" - 0 Material in Leveling Course	2.50	37,000.00
1,500	M-gals.	Sprinkling	2.50	3,750.00
540	cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,890.00
120	tons	MC-2 Asphalt in Binder Course	50.00	6,000.00
2,000	tons	Asphaltic Concrete in Patching	6.50	13,000.00

21,000	tons	Class "B" Asphaltic Concrete	$ 6.00	$126,000.00
136	tons	RS-1 Emulsified Asphalt in Tack Coat and Pavement Seal	50.00	6,800.00
670	cu. yds.	Aggregate in Pavement Seal	5.00	3,350.00
2,440	cu. yds.	Aggregate in Shoulder Oiling	3.75	9,150.00
200	tons	150-200 Asphalt in Shoulder Oiling	48.00	9,600.00
60	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	50.00	3,000.00
				$345,555.50

Mt. Vernon-John Day Unit
Outside City (Sta. 8+99.9 to Sta. 405+30)

All Required		Clearing and Grubbing (95%)		$ 6,650.00
1,000	cu. yds.	Structural Excavation, Unclassified	$ 3.00	3,000.00
900	cu. yds.	Trench Excavation, Unclassified	2.50	2,250.00
11,000	cu. yds.	Special Borrow Excavation, Unclassified	0.40	4,400.00
206,000	cu. yds.	General Excavation, Unclassified	0.38	78,280.00
531,000	yd. stas.	Short Overhaul	0.02	10,620.00
13,000	C-yd. stas.	Long Overhaul	0.45	5,850.00
14,500	yd. mi.	Truck Haul on Special Borrow	0.18	2,610.00
7.28	mi.	Finishing Roadbed and Slopes	600.00	4,368.00
9,700	lin. ft.	Rounding Cutbanks	0.20	1,940.00
2,400	lin. ft.	18-inch Corrugated Metal Pipe	4.75	11,400.00
70	lin. ft.	24-inch Corrugated Metal Pipe	6.50	455.00
360	lin. ft.	36-inch Corrugated Metal Pipe	13.00	4,680.00
120	lin. ft.	48-inch Corrugated Metal Pipe	20.00	2,400.00
190	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	5.50	1,045.00
70	lin. ft.	29-inch Arch Type Corrugated Metal Pipe	8.00	560.00
90	lin. ft.	36-inch Arch Type Corrugated Metal Pipe	11.00	990.00
230	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	15.00	3,450.00
70	lin. ft.	58-inch Arch Type Corrugated Metal Pipe	21.00	1,470.00
50	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	29.00	1,450.00
680	lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.25	4,250.00
34	cu. yds.	Concrete End Basins	70.00	2,380.00
1,800	lin. ft.	Salvaging Culvert Pipe	2.00	3,600.00
32	cu. yds.	Class "A" Concrete	70.00	2,240.00
5,000	lbs.	Metal Reinforcement	0.15	750.00
51,000	cu. yds.	Selected Roadbed Topping	0.45	22,950.00
124,000	yd. mi.	Hauling Roadbed Topping	0.18	22,320.00
11,970	cu. yds.	3/4" - 0 Material in Leveling Course	2.50	29,925.00
1,290	M-gals.	Sprinkling	2.50	3,225.00

1,000	cu. yds.	3/4" - 0 Material in Binder Course	$ 3.50	$ 3,500.00
170	tons	MC-2 Asphalt in Binder Course	50.00	8,500.00
16,350	tons	Class "B" Asphaltic Concrete	6.00	98,100.00
80	tons	RS-1 Emulsified Asphalt in Tack Coat and Pavement Seal	50.00	4,000.00
510	cu. yds.	Aggregate in Pavement Seal	5.00	2,550.00
1,700	cu. yds.	Aggregate in Shoulder Oiling	3.75	6,375.00
130	tons	150-200 Asphalt in Shoulder Oiling	48.00	6,240.00
38	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	50.00	1,900.00
				$370,673.00
			Subtotal	$716,228.50
			10% Engr. & Cont.	71,622.85
			Total	$787,851.35
		Length of Roadway	~~17.588~~ 17.566 miles	
		Cost per Mile	~~$44,794.82~~ $44,850.92	

Inside City of John Day (Sta. 405+30 to Sta. 430+03.17)

All Required		Clearing and Grubbing (5%)		$ 350.00
230	cu. yds.	3/4" - 0 Material in Leveling Course	$ 2.50	575.00
10	M-gals.	Sprinkling	2.50	25.00
1,050	tons	Class "B" Asphaltic Concrete	6.00	6,300.00
10	tons	RS-1 Emulsified Asphalt in Tack Coat and Pavement Seal	50.00	500.00
40	cu. yds.	Aggregate in Pavement Seal	5.00	200.00
120	cu. yds.	Aggregate in Shoulder Oiling	3.75	450.00
10	tons	150-200 Asphalt in Shoulder Oiling	48.00	480.00
2	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	50.00	100.00
			Subtotal	$ 8,980.00
			10% Engr. & Cont.	898.00
			Total	$ 9,878.00
		Length of Roadway	0.468 mile	
		Cost per Mile	$21,106.83	

Type Code X021

Moon Creek Bridge (Sta. 1114+15 to Sta. 1114+90)

150	cu. yds.	Structural Excavation	$ 7.50	$ 1,125.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
150	cu. yds.	Class "A" Concrete	65.00	9,750.00
40,000	lbs.	Metal Reinforcement	0.12	4,800.00
				$ 15,725.00

Type Code X021
John Day River Bridge (Sta. 93+61 to 100+43)

200	cu. yds.	Structural Excavation	$10.00	$ 2,000.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
370	cu. yds.	Class "A" Concrete	70.00	25,900.00
90,000	lbs.	Metal Reinforcement	0.12	10,800.00
				$ 38,750.00
			Subtotal	$ 54,475.00
			10% Engr. & Cont.	5,447.50
			Total	$ 59,922.50

Length of 2 Structures		0.049	mile
Length of 3 Structures	0.092	~~0.070~~	mile
Total Length	0.141	~~0.119~~	mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Outside City)	$787,851.35	$476,761.00	$311,090.35
Roadway (Inside City of John Day)	9,878.00	5,978.00	3,900.00
Structures	59,922.50	36,261.00	23,661.50
	$857,651.85	$519,000.00	$338,651.85

RECEIVED
SEP 8 - 1954
FOR FILING

F 92 (4)
3955

September 8, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We enclose copy of letter from our Division Office at La Grande advising that the narrow bridges on the Fields Creek-Mt. Vernon Project, F-92 (4), have all been signed as such.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

Encl.

FORM E-90 20M 9-51 58316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 31, 1954

SUBJECT:

Contract #3985
Prefix 12-1024

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Mr. Probert:

Early in May, 1953, we received a copy of a letter from C. G. Polk, District Engineer, B.P.R., in regard to the posting of sub-standard bridges on the Fields Creek-Mt. Vernon Section, John Day Highway, FA Prefix, F-92 (4).

We have been informed by Mr. Coffey, Dist. Maint Supt. at John Day, that the narrow bridge signs have been installed.

Very truly yours,

A. F. Parson
Division Engineer

by

C. D. Cannon
Office Engineer

CDC:fd

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AUG 1953
FOR FILING

F-92(4)
3065

August 4, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 29, 1953 on Contract No. 3065, Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section, in connection with Federal Aid Project No. F-92 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:eg

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FOR FILING

July 24, 1953

Mr. J. M. Arenz
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission on July 1, 1953, as follows:

Contract No. 3985, for grading and paving on the Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

Contract No. 3986, for grading and paving on the Mt. Vernon-John Day Section of the John Day Highway in Grant County.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

F-12(4)

3985

July 1, 1953

Mr. J. W. Arens
1601 N. E. Columbia Boulevard
Portland 11, Oregon

Dear Mr. Arens:

The State Highway Commission on May 18 accepted your proposal to perform grading and paving work on the Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County for the sum of $332,061.00, and on the same day awarded Contract No. 3985 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. The Commission also accepted your proposal for grading and paving on the Mt. Vernon-John Day Section of the John Day Highway in Grant County for the sum of $242,813.00, and on the same day awarded Contract No. 3986 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telephonic notice of award to you of this afternoon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. M. Franzen
H. G. Smith
S. H. Probert
Goldie Lewis
C. W. Head

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FORM E-30 20M 5-51 52315
F-92(4)

398E

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1953

SUBJECT: Fields Creek-Mt. Vernon
Mt. Vernon-John Day Sections
John Day Highway
Grant County

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

The condemnation complaints on the outstanding acquisitions for this project will be filed today. As far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

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[illegible]

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FOR FILING

OREGON DISTRICT
F-92(4)
3-18

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-92(4), Fields Creek-Mt. Vernon Section of the John Day Highway, we hereby concur as of this date in award of Contract No. 3985 to J. M. Arenz of Portland, Oregon, low bidder in the amount of $332,061.00 at the May 18, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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JUL 1 1953
FOR FILING

F-92(4)

325

July 1, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Fields Creek-Mt. Vernon Section of the John Day Highway in Grant County, Project F-92 (4), to J. M. Arens of Portland, Oregon, on the basis of the bid of $332,061 submitted on May 18, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
MAY 1953
FOR FILING

F-92

2785

May 20, 1953

J. M. Arenz
1601 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 accepted your bid in the amount of $332,061.00 for grading and paving the Fields-Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading 'Restriction of Commencement of Work'.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl.
cc: H. G. Smith
S. H. Probert
W. M. Franzwa SIAC

RECEIVED
MAY 21 1953
FOR FILING

Const
[illegible]
[illegible]

1-22(c)

May 20, 1953

J. M. Arena
1601 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 accepted your bid in the amount of $342,813.00 for grading and paving the Mt. Vernon-John Day Section of the John Day Highway in Grant County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instruction to prepare contract and bond forms for execution by you and your surety as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction of Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl.
cc: H. G. Smith
S. H. Probert
W. M. Franzwa SIAC

RECEIVED
MAY 21 1953
FOR FILING

[illegible]

May 20, 1953

J. M. Arens
1601 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 accepted your bid in the amount of $342,813.00 for grading and paving the Mt. Vernon-John Day Section of the John Day Highway in Grant County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instruction to prepare contract and bond forms for execution by you and your surety as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction of Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl.
cc: H. G. Smith
S. H. Probert
W. M. Franzwa SIAC

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FOR FILING
OREGON DISTRICT

Filed

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P. S. and E. documents for Oregon Project F-92(4), Fields Bridge-John Day Section of the John Day Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Our recommendation for approval of the P. S. and E. is with the understanding that all substandard bridges within the limits of the project will be adequately signed to protect traffic until such time as they can be replaced by new structures.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Please forward the usual copies of maintenance and encroachment resolutions from the cities of John Day and Mt. Vernon prior to preparation of the project agreement.

Yours very truly,

C G Polk
C. G. Polk
District Engineer

NOTED
W. C. WILLIAMS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-92(4)

3 1

April 30, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change dated March 31, 1953 relative Item 146, Project F-92 (4), Fields Creek to John Day, is approved effective April 17, 1953.

The approval includes the construction of one additional bridge with revision in total cost to $865,000, Federal funds $519,000, State funds $346,000 and revised length of 18.18 miles.

Very truly yours,

C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

Fm

F-92(4) Mt. Vernon-John Day Sec., 1953
John Day Hwy.
#3986

F-92(4) Mt. Vernon-John Day Sec., 1953
John Day Hwy.
#3986

R. H Baldock

April 19, 1956

FINAL COST ANALYSIS

Mt. Vernon-John Day Section
Contract No. 3986

J. M. Arenz, Contractor
John H. Walker, Resident Engineer

John Day Highway
Prefix: 12-1025 F 92 (4)

Item	Quantity	Unit	Unit Bid $	Unit Cost $	Total Cost	Gross Revenue
Clear. & Grubbing		All			$ 7,919.69	$10,000.00
Struc. Excav. Unclass.	1324	Cu.Yd.	3.00	2.235	2,959.14	3,972.00
Trench Excav., Unclass.	853.5	Cu. Yd.	3.00	1,883	1,607.14	2,560.50
Spec.Borrow Excav. Unclass.	35,731	Cu. Yds.	0.38	0.431	15,406.68	13,577.78
Gen. Excav. Unclass.	178,404	Cu. Yds.	0.29	0.348	62,262.20	51,737.16
Short Overhaul	463,192.8	Yd. Sta.	0.015	0.15	6,947.74	6,947.74
Long Overhaul	13,452	C. Yd. Sta.	0.45	0.45	6,053.40	6,053.40
Truck Haul on Spec.Borrow	45,555.5	Yd. Mile	0.15	0.189	8,619.70	6,833.33
Fin. R/B & Slopes	7.28	Miles	500.00	741.97	5,401.54	3,640.00
Rounding Cut Banks	7250	Lin. Ft.	0.20	0.237	1,718.25	1,450.00
18" Corr. Metal Pipe	2573	Lin. Ft.	4.45	4.109	10,574.7~~8~~6	11,449.85
24" Corr. Metal Pipe	120	Lin.Ft.	6.50	5.682	681.92	780.00
36" Corr. Metal Pipe	294	Lin.Ft.	11.80	10.448	3,072.07	3,469.20
48" Corr. Metal Pipe	98	Lin.Ft.	16.20	15.157	1,485.58	1,587.60
22" Arch Type Corr. Metal P.	172	Lin.Ft.	5.00	3.88	667.80	860.00
29" Arch Type Corr. Metal P.	100	Lin.Ft.	7.35	6.046	604.66	735.00
36" Arch Type Corr. Metal P.	88	Lin.Ft.	9.30	7.158	629.97	818.40
43" Arch Type Corr. Metal P.	438	Lin.Ft.	13.05	10.188	4,462.76	5,715.90
72" Arch Type Corr. Metal P.	60	Lin.Ft.	30.00	28.725	1,723.53	1,800.00
18" Corr. Metal Siphon Pipe	536	Lin. Ft.	5.95	6.699	3,596.48	3,189.20
*Concrete End Basins	28.07	Cu. Yd.	65.00	65.00	1,824.55	1,824.55
Salvage Culvert Pipe	1714	Lin. Ft.	2.00	1.858	3,185.30	3,428.00
*Class "A" Concrete	36.33	Cu. Yds.	65.00	65.00	2,361.45	2,361.45
*Metal Reinforcement	5918	Lbs.	0.13	0.13	769.34	769.34
Selected R/B Topping	56,625	Cu. Yds.	0.55	0.616	34,914.69	31,143.75

Contract No. 3986

Item	Quantity	Unit	Unit $ Bid	Unit Cost	Total Cost	Revenue
Hauling R/B Topping	98,316	Yd.Mi.	$ 0.15	$ 0.214	$21,092.76	$14,747.40
**3/4"-0 in Level Course	15,657	Cu.Yds.	2.05	2.077	32,519.60	32,096.85
Sprinkling	4372	M/Gal.	2.00	1.448	6,334.73	8,744.00
**3/4"-0 in Binder Course	1460	Cu. Yds.	3.00	2.693	3,931.78	4,380.00
**MC-2 Asph. in Binder Course	196.35	Tons	46.50	45.10	8,855.39	9,130.28
**Class "B" Asph.Concrete	18,596.39	Tons	5.65	5.378	100,011.39	105,069.60
** Agg. in Shoulder Oiling	1940	Cu.Yds.	3.00	3.90	7,566.00	5,820.00
**150-200 Asph. in Shld.Oiling	126.5	Tons	45.00	47.77	6,042.90	5,692.50
**RS-1 Emul.Asph.in Shld.Oiling	43.81	Tons	48.00	45.30	1,984.60	2,102.88
P. A. #1 Fur. & Place 72" Corr. M. Pipe	69	Lin.Ft.	40.00	25.725	1,811.60	2,760.00
P.A.#2-65 Arch Type Corr. M.P.	110	Lin.Ft.	27.50	18.638	2,050.20	3,025.00
P.A.#3 8" Pref.Metal Drain P.	88	Lin.Ft.	2.50	2.215	194.93	220.00
*P.A.#4 Build & Install Lids for Siphon Boxes	13	Each	10.00	10.00	130.00	130.00
*P.A.#5 Build & Install Head Gates Diversion Bxs	100%				220.00	220.00
P.A. #6 12" Corr.Metal Pipe	538	Lin.Ft.	3.00	2.812	1,512.86	1,614.00
*P.A.#7 Cement Adj.favor of Contractor	1.25	Bbl.	5.20	5.20	6.50	6.50
P.A.#8 Pur.Excess $\frac{1}{4}$"-10 Cr. Matl. in Stockpile	549.6	Cu.Yd.	3.00	2.946	1,619.12	1,648.80
** P.A. #8 Pur.Excess Oiling Agg. in Stockpile	599.5	Cu.Yd.	1.75	1.217	729.60	1,049.13
** P. A.#8 Pur. Excess 3/4"-0 in S.P.	2400.9	Cu.Yd.	1.30	1,217	1,921.90	3,121.17
P.A.#9 Pur.Excess 8" CMP. Coated	68	Lin.Ft.	1.55	1.55	105.40	105.40
P.A.#9 Pur.Excess 8" CMP.Bands	6	Each	1.40	1.40	8.40	8.40
P.A.#9 Pur.Excess 12" CMP. Coated	2	Lin.Ft.	1.96	1.96	3.92	3.92
P.A.#9 Pur.Excess 12" Band	1	each	2.43	2.43	2.43	2.43

Contract No. 3986

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Revenue
P.A.#9 Pur. Excess 18" Corr. Metal Elbows	3	each	$16.03	$16.03	$ 48.09	$ 48.09
						378,450.50
** Private Rock Sales	6253	Cu.Yd.	1.65	1.217	7,609.90	10,306.50
** Private Class "B" Asph.Sales	424.11	Tons	6.32	5.65	2,396.22	2,681.31
				TOTAL	$399,160.56	$391,438.31

	Revenue	Cost	Profit	Loss	% Profit	% Loss
J~~H~~. M. Arenz	$221,647.74	$236,703.36		$15,055.62		6.7%
J~~H~~. C. Compton Co.	169,790.57	162,457.20	7,333.37		4.3%	
	$391,438.31	399,160.56		7,722.25		1.9%

* Work done all or part by Orlando C. Bennard.

** Work done all or part by J~~H~~. C. Compton Co.

DETAIL OF COSTS on Contracts Nos. 3985 & 3986
J. M. Arenz, Contractor

Labor:								
Labor & Supervision							$151,112.67	
Labor Insurance							14,239.48	
								$165,352.15
Materials:								
6" Corr. Met. Pipe	50	Ft.	at	$ 1.06	Inc.	Bands	53.00	
8" Corr. Met. Siphon P.	88	Ft.	"	2.41	"	"	212.04	
8" Pref. Corr.Met.Drain P.	88	Ft.	"	1.64	"	"	144.15	
8" Corr. Met. Pipe	68	Ft.	"	1.67	"	"	113.80	
12" Corr. Met. Pipe	1108	Ft.	"	2.06	"	"	2,281.44	
18" Corr. Met. Pipe	3633	Ft.	"	2.94	"	"	10,682.00	
24" Corr. Met. Pipe	296	Ft.	"	4.64	"	"	1,374.60	
36" Corr. Met. Pipe	472	Ft.	"	8.90	"	"	4,201.12	
42" Corr. Met. Pipe	56	Ft.	"	11.52	"	"	645.12	
48" Corr. Met. Pipe	224	Ft.	"	13.11	"	"	2,936.32	
72" Corr. Met. Pipe	124	Ft.	"	23.29	"	"	2,887.80	
22" Arch Type Corr. M. P.	172	Ft.	"	3.13	"	"	538.72	
29" Arch Type Corr. M.P.	148	Ft.	"	5.10	"	"	755.30	
36" Arch Type Corr. M.P.	88	Ft.	"	6.29	"	"	553.60	
43" Arch Type Corr. M.P.	486	Ft.	"	9.03	"	"	4,389.49	
65" Arch Type Corr. M. P.	110	Ft.	"	16.67	"	"	1,833.60	
72" Arch Type Corr. M.P.	68	Ft.	"	25.80			1,754.08	
18" Corr. Met. Siphon Pipe	710	Ft.	"	4.55			3,230.10	
18" Corr. Metal Elbows	3	Each	"	16.03			48.09	
								38,634.37
Equipment Rentals & Misc. Supplies:								
Equipment Rentals (owned)							135,118.65	
Gas, Oil & Grease							42,906.75	
Small Tools & Misc. Supplies							2,842.40	
Powder & Caps							506.29	
Freight & Cartage							2,915.00	
PL & PD Insurance							621.10	
Bond							2,498.70	
Home Office & General Overhead							7,892.50	
								195,301.39
								399,287.91
Paid to Orlando C. Bennard (Sub. on Bridges)								5,750.56
						Total Cost		$405,038.47

DETAIL OF COST on Contracts Nos. 3985 & 3986
J X. C. Compton, Contractor

Labor:						
Labor & Supervision					$106,119.69	
Labor Insurance					6,154.91	
						$112,274.60
Materials:						
86-100 Asphalt	2106.9	Tons	at	$10.87	$ 22,891.09	
Freight on 86-100	2106.9	Tons	"	17.20	36,220.60	
MC-2 Asphalt	316.67	Tons	"	21.86	7,136.20	
Freight on MC-2 Asphalt	316.67	Tons	"	12.29	4,012.07	
150-200 Asphalt	292.43	Tons	"	22.50	6,588.74	
Freight on 150-200 Asphalt	292.42	Tons	"	12.29	3,497.54	
RS-1 Asphalt	88.75	Tons	"	21.60	1,918.70	
Freight on RS-1 Asphalt	88.75	Tons	"	11.84	1,051.62	
						83,316.56
Equipment Rentals & Misc. Supplies						
Equipment Rentals (owned)					$ 73,606.75	
Hired Equipment					12,084.06	
Gas, Oil & Grease					19,543.43	
PL & PD Insurance					1,203.74	
Small Tools & Misc. Supplies					2,411.10	
Bond					2,564.13	
Heat Oil Inc. Freight					8,438.40	
Home Office and General Overhead					9,952.00	
						129,803.61
			Total Cost			$325,394.77

BREAKDOWN ON CRUSHING COST

Contracts Nos. 3985 & 3986

J ~~W~~. C. Compton Co.

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up (2 Set Ups)	83,240	Cu. Yds.	$ 8,282.33	$ 0.101
Haul to Crusher	83,240	Cu. Yds.	23,403.21	0.281
Crushing	83,240	Cu. Yds.	59,254.36	0.711
Haul & Stockpile at Plant Sites	83,240	Cu. Yds.	10,408.16	0.124
	83,240	Cu. Yds	$101,348.06	$0.217

The crushing plant operated 1103 hours for an average production of 75.4 Cu. Yds. per working hour.

BREAKDOWN OF PAVING COST

J ~~W~~. C. Compton, Contractor

Contracts Nos. 3985 & 3986

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up (2 Set Ups)	40,255.69	Tons	$ 11,218.92	$ 0.281
Feed Plant	40,255.69	"	6,156.83	0.16
Heat & Mix	40,255.69	"	35,270.16	0.884
Heat 86-100 Asphalt at Seneca	40,255.69	"	8,240.73	0.201
Haul 86-100 from Seneca	40,255.69	"	5,222.95	0.124
Asphalt	40,255.69	"	60,293.92	1.503
Aggregate	40,255.69	"	41,463.40	1.03
Cost of Mix at Plant	40,255.69	"	$167,866.91	$4.183
Haul to Street	39,744.75	"	24,249.58	0.61
Street Work	39,744.75	"	23,280.26	0.585
	39,744.75	"	$215,360.75	$ 5.378

A Pioneer continuous mix plant operated 286 hours for an average production of 140.7 ton of Class "B" Asphalt per working hour. Note: All 86-100 asphalt was shipped from Wyoming to Seneca in tank cars, then reheated and hauled in Co. Transport to the jobs.

F-92 (4)

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 14, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3986	17-F	J. M. Arens	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6910	R-119997	$ 11,709.26	April 13, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: to Sept. 16, 1954 without penalty

Completion Date: Sept. 16, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
J

Warrant Mailed:
Ruth Rawlings

8

RECEIVED
APR 5 1955
FOR FILING

F-1214
[illegible]

April 5, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 3986 for work performed on the Mt. Vernon-John Day Section of the John Day Highway in Grant County was completed by the contractor, J. N. Arenz, on September 16 and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $11,709.26 will be released to the contractor on or after April 15, 1955. The total contract amount is $378,450.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

FEB 16 1955

F-92 (4)

3986

February 2, 1955

Mr. John H. Walker
Resident Highway Engineer
Box 159
Pendleton, Oregon

Dear Sir:

This is to advise you that at the meeting of the Highway Commission January 19, 1955, an increase in project authorization of $28,000.00 was approved on Mt. Vernon-John Day Section in Grant County, Contract No. 3986.

The present construction authorization is $424,414.63.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: A. F. Parson

DSP:tb

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C 12(4)

3986

December 23, 1954

Oregon State Highway Commission

Gentlemen:

It appears that the project authorization on Contract No. 3986, Mount Vernon-John Day Section of the John Day Highway, will be overrun in the amount of approximately $28,000, or seven per cent, percentagewise.

The necessity of using more special borrow surfacing materials than anticipated occasioned $14,000 of this overrun. An additional $13,000 comprised extra drainage items, riprap, movement of power poles, and some minor slide removal.

It is respectfully requested that you authorize additional project authorization in the amount of $28,000 on Contract No. 3986.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

WCW:me fp

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FOR FILING
F 9A (11)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

The following is an analysis of the $27,794.17 overrun on the Mt. Vernon-John Day Contract No. 3986, which you verbally requested several days ago.

The contract bid items overran $21,292 and is covered by the following items:

Item No. 4 - Special Borrow Overrun	24,731	Cu. Yd.	$9,398.00
Item No. 8 - Haul on Borrow Overrun	29,055	Yd. Mi.	4,658.00

This overrun was partially offset by an underrun of the General Excavation Item No. 5 in the amount of 28,240 yards for a saving of $7,190.00.

The only other contract overrun was on Item No. 28, 3/4"-0" Material and Leveling Course which overran 3,457 yards at a cost of $7,087.00. This overrun was due mainly to keeping down dust which created a severe traffic hazard.

The anticipated items set up in the Project Authorization in the amount of $6,000 underran $650. Engineering overran $1,095. Contingency Items overran $12,044 and are listed as follows:

PA - 1 to 6 - Extra pipe for drainage	$7,970.00
PA - 7 - Cement Adjustment	22.00
SF - Move power poles	4,359.00
R/W Fence	236.00
Site posts & Mail box posts	1,350.00
Slide removal	1,500.00
Riprap	3,600.00
Drainage ditches	400.00
Replace 43" Arch pipe with 72" Arch pipe	2,050.00

These contingency items are partially offset by Price Agreements No. 8 and 9 for excess rock and pipe transferred to the Maintenance Division in the amount of $5,980.00. This leaves a total overrun of contingency items of $12,044.00.

The adjacent contract, Fields Creek-Mt. Vernon, broke approximately even by the Project Authorization of $378,068 and a final cost of $378,422.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

3986
12-1025
S. F. Est. Report

	Authorization	Est. Cost todate	
Contract Items	$342,813.00	$364,105.31	
Anticipated	6,000.00	5,350.00	
Contingencies (Extra Work)	15,696.59	27,740.83	
	$364,509.59	$397,196.14	
Engineering	27,905.04	29,000.00	
	$392,414.63	$426,196.14	
Cr. for Maint. Rk.	—	-5,987.34 (Excess Rk + Pipe Pur. on P.A's.)	
	$392,414.63	$420,208.80	$+27,794.17 7.08%

FORM E30—80M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 9, 1954

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Mr. Smith:

We are submitting herewith, for your approval, Authority to Over-run Contract on the Mt. Vernon-John Day Section, John Day Highway, Contract 3986, Grant County.

There is also attached, letters of explanation prepared by Mr. Walker, Resident Engineer.

Very truly yours,

E G Bickmore
E. G. Bickmore
Ass't. Division Engineer

EGB:fd

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OFFICE OF
[illegible]

Form No. E-299—5-49—5M—Pads of 50

OREGON STATE HIGHWAY DEPARTMENT

Authority to Over-Run Contract Amount

Project Name Mt.Vernon- John Day
Date December 3, 1954
Highway John Day
Contract No. 5986
County Grant
FAP F-92-(4) Prefix 12-1025
Contractor J.M.Arenz
Request No. 1

Summary Statement:

Contract amount		$ 342,813.00
Over-run of contract amount previously authorized	$	
Over-run for which authority is now requested	45,895.80	
Total over-run (........ per cent)		$ 45,895.80
Total (contract amount plus over-run)		$ 388,708.80

Itemization of Over-Run Now Requested:

Major Items	Quantity	Unit Price	Amount
Item No. ~~1~~. Special Borrow Excavation	24,731	0.38	$ 9397.78
Item No. 8. Truck Haul on Special Borrow	31,055.5	0.15	4658.33
Item No.28. 3/4"-0" Material in Leveling Course	3,457	2.05	7086.85
Price Agreements No's 1 to 9			13,978.44
State Force Orders No's 1 to 12			16,612.39

Minor items, unitemized (not more than 20 per cent of subtotal)		
Subtotal		$ 51,733.79
Less for savings on under-run items		23,939.62 ~~[illegible]~~
Net amount of over-run for which authority is now requested	27,794.17	$ ~~45,895.80~~ 27,794.17

Description of Additional Work or Conditions Occasioning Over-Run Now Requested:
(Include station number locations when practicable)

Price Agreements 1 to 9
State Force Orders no.1 to 12

SEE ATTACHED EXPLANATION

INSTRUCTIONS

Submit request on this form whenever conditions are encountered which require considerable increases in contract quantities and whenever the revised total cost for the bid items in the contract (as shown in the "Monthly Project Cost Report") is revised upward and is above the total shown in the contract.

Submit three copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 392,414.63
Present estimate of project cost, including $ ~~[illegible]~~ 27,794.17 for work under this request	$ ~~[illegible]~~ 420,208.80
Expected under-run over-run (amount)	$ ~~[illegible]~~ 27,794.17
Expected ~~under-run~~ over-run (per cent)	$ ~~6.44~~ 7.08

Space to right of this line is for use of Salem Office.

Submitted by: John Walker Resident Engineer

Approval Recommended: H G Smith Construction—Bridge—Engineer

Approval Recommended: E. C. Bickmore asst Division Engineer

Approved: .... ~~Deputy~~ ~~Assistant~~ State Highway Engineer

State Printing Dept. 31969

AUTHORITY TO OVER-RUN CONTRACT AMOUNT

Explaination of conditions which caused over-run in the contract amount

The over-run on this project can be attributed to several things. First the items as listed in the Itemization of Over-run now requested give the main picture on the over-run. It will be noted in the contract bid items that the over-run is approximatly $ 21,000. This has been explained in the Statement of Over-runs and Under-runs. Also the Items as listed on the price agreements agravated the situation. Unexpected State Force work contrubuted also to the over-run. There were quite a number of items which were not contemplated but which were necessary to perform which no monies were set up for originally. I refer in particular to items such as Moving the Power Poles, Fencing, Sight Posts, Mail Boxes, Slide Removal, Rip-rap of the John Day River Bridge and contemplated replacing of the 48" Arch Type Pipe with a larger 72" Arch Type Pipe.

Therefore the over-run cannot be contributed to any one item but to a series of items. It may be that some of the over-run can be transfered to a different account which will lower the percentage of over-run.

John H. Walker
Resident Engineer

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DEC 22 1954
FOR FILING

[illegible]

December 21, 1954

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. M. Arens on contract No. 3986, for grading and paving on the Mt. Vernon–John Day Section of the John Day Highway in Grant County.

This payment in the amount of $25,453.56 will be released to the contractor on or after January 31, 1954. The retained percentage is $11,342.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

9

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

F-92(4)

For Week Ending November 20, 1954

Section Mt. Vernon - John Day

Kind of work Grading & Paving

Highway John Day

Section prefix 12 - 1025 F - 92(4)

Contractor J. M. Arenz

Contract number 3986

Date of contract July 1, 1953

Date of completion July 31, 1954.

Date work started July 7, 1953

Estimated date of completion September 16, 1954

Amount of contract $ 364,509.59

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 388,708.80

Per cent of contract completed, based on total contract price 106.44 %

Engineering cost to date $27,500, 98.5 %

Date project was completed 9 - 16, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

NOTED

Semifinal quantities and estimates completed this week.

John Walker will come through here next week and will pick estimate and supporting data along with pertenant files on this job and others held in this office and haul everything into the La Grande office.

Will continue contacting farmers to see if they are satisfied next week. and will probably be completed and move to Ontario by the first of December.

Semifinal estimate shows an overrun of 6.44% however this is not necessarily the true picture as final costs on many of the state force orders are not yet turned in and some of the state force work has not been done as yet.

RECEIVED
NOV 22 1954
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed John H. Walker By: Howard C. Johnson

Address John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
FORREST CO

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.28	7.28		7.75	7.75
Miles partially completed					
Miles completed	7.28	7.28		7.75	7.75
Total estimated quantities	213,490.5 Cy.	72,282 Cy.		366.66 ton 3,400 Cy.	18,596.39ton
Estimated quantities moved or placed to date	213,490.5 Cy.	72,282 Cy.		366.66 ton 3,400 Cy.	18,596.39ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Overcast		
Tuesday	Clear & Broken		
Wednesday	Rain & Overcast		
Thursday	Broken & Overcast		
Friday	Broken & Overcast		
Saturday	Broken & Overcast		

STATE PRINTING

RECEIVED
NOV 15 1954
FOR FILING

F-4 (1)
3986

November 9, 1954

Mr. J. W. Arenz
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Dear Sir:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from July 31, 1954 to September 16, 1954, within which to complete your contract No. 3986, for grading and paving on the Mt. Vernon-John Day Section of the John Day Highway in Grant County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: F. Larson,
Division Engineer

Claude Mahan,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
NOV 16 1954
FOR FILING

F-92 (4)

[illegible]

November 9, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 16, 1954, on Contract No. 3986, Mt. Vernon-John Day Section, in Grant County, in connection with Federal Aid Project No. F-92 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DDP:ia

cc: John Cattrall

RECEIVED
OCT 27 1954
FOR FILING

October 26, 1954

Request for extension of time
No. 34
October 28 and 29 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from J. H. Arena for an extension of time on the Mt. Vernon-John Day Grading and Paving Project, Contract No. 3986, from July 31, 1954 to September 16, 1954.

Bids were taken on this job on May 16, 1953, but award was not made until July 1, 1953. The contractor started work immediately and used every effort in an attempt to complete the project within the time limit. While there was some inconvenience to the traveling public, there was no increase in cost to the State, and I recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP lg

RECEIVED
OCT 22 1954
FOR FILING

F-92(4)
3986

October 20, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Mt. Vernon-John Day Contract No. 3986, Oregon F-92 (4), from July 31, 1954 to September 16, 1954, to J. M. Arenz, contractor.

Bids were taken on this job May 18, 1953, but award was not made until July 1, 1953. The contractor started work immediately and endeavored to complete the project within the time limit. While there was some inconvenience to traffic, there was no increase in cost to the State, and I recommend that the extension be granted without penalty.

I would like to present this request to the Commission on October 28th, and would therefore appreciate an early reply to this letter.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc to: H. G. Smith

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 4, 1954

SUBJECT:

To:

Mr. Ralph B. Sipprell
Director of Permits
Salem, Oregon

Attention: W. C. Crews

Dear Mr. Crews:

You will find attached an Application for Pipe Line Permit, prepared to cover the installation of an 18" corrugated iron pipe across the John Day Highway near John Day, M.P. 161.35, Station 384.

This is being installed for the benefit of the Oregon State Game Commission. A copy of a letter from Mr. Coffey, in explanation, is attached.

It is the plan to have the contractor on the Mt. Vernon-John Day Section, Contract No. 3986, make the installation. In turn, the contractor will be paid on the monthly estimate. We in turn, will bill the Oregon State Game Commission. The Game Commission officials have advised us that there is money available in one of their funds to cover the cost, and check will be forthcoming upon being presented with the bill.

We recommend Order to Render Service be prepared and that the Salem Office of the Game Commission be contacted and advised as to cost; and further that the check be obtained by you.

72'-15" [illegible]

J.

515^{40}

Very truly yours,

A. F. Parson
Division Engineer

by C. D. Cannon

C. D. Cannon
Office Engineer

Permit not attached when letter was opened F.O.

CDC:fd
cc: E. A. Collier
W. W. Stiffler
H. G. Smith
V. H. Coffey
J. H. Walker

RECEIVED
JUN 7 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL [illegible] 1953
FOR FILING

F-7

3986

July 24, 1953

Mr. J. M. Arens
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission on July 1, 1953, as follows:

Contract No. 3985, for grading and paving on the Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

Contract No. 3986, for grading and paving on the Mt. Vernon-John Day Section of the John Day Highway in Grant County.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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FOR FILING

F-92(4)

[illegible]

July 13, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 7, 1953 on Contract No. 3986, Mt. Vernon-John Day Section of the John Day Highway in Grant County, in connection with Federal Aid Project No. F-92 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

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JUL [illegible] 1953
FOR FILING

F-9[illegible](4)

July 7, 1953

County Court of Grant County
Court House
Canyon City, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Grant County a fully executed copy of an agreement between the State Highway Commission and Grant County covering the Mt. Vernon-John Day Section of the John Day Highway.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

R

RECEIVED
FOR FILING

F-92(4)

3754

July 1, 1953

Mr. J. W. Arens
1601 N. E. Columbia Boulevard
Portland 11, Oregon

Dear Mr. Arens:

The State Highway Commission on May 18 accepted your proposal to perform grading and paving work on the Fields Creek-Mt. Vernon Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County for the sum of $3[illegible],061.00, and on the same day awarded Contract No. 3085 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. The Commission also accepted your proposal for grading and paving on the Mt. Vernon-John Day Section of the John Day Highway in Grant County for the sum of $[illegible]2,213.00, and on the same day awarded Contract No. 3086 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telephonic notice of award to you of this afternoon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - [illegible] Franzen
H. G. Smith
S. [illegible] Probert
Goldie Lewis
C. W. Mead

RECEIVED
FOR FILING
OREGON DISTRICT

F-92(4)

3986

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-92(4), Mt. Vernon-John Day Section of the John Day Highway, we hereby concur as of this date in award of Contract No. 3986 to J. M. Arenz of Portland, Oregon, low bidder in the amount of $342,813.00 at the May 18, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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RECEIVED
JUL 6 1953
FOR FILING

F-10(4)

3476

July 1, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Mt. Vernon-John Day Section of the John Day Highway in Grant County, Project F-92 (4), to J. N. Arens of Portland, Oregon, on the basis of the bid of $342,813 submitted on May 18, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

P

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

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FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

February 25, 1953

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
Asst. State Highway Engineer
State Highway Building
Salem, Oregon

Dear Dutch,

It is desirable and much preferred that no condemnation proceedings be instituted on the proposed John Day-Mount Vernon Route until every effort has been made to contact the property owners and obtain a peaceful settlement.

I am sure that you understand that we are quite desirous of continuing a most satisfactory public relations that is possible and if sufficient time cannot be given the right of way department to accomplish what is suggested, then we think it best to defer this particular project until the May meeting. I will be glad to discuss it with you at any time.

Sincerely yours,

Chas H Reynolds
Commissioner

CHR:lw

RECEIVED
FEB 26 1953
OREGON
STATE HIGHWAY COMMISSION

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APR 30 1952
FOR FILING

[illegible]
[illegible]
[illegible]

April 18, 1952

Oregon State Highway Commission

Gentlemen:

As you recall, a controversy developed with relation to the right of way on the proposed new route of the John Day Highway, US26, between John Day and Mount Vernon. Mr. Reynolds, Mr. McIver and myself discussed the matter briefly with Herman Oliver and State Senator Elmo Smith while in John Day, and, as a result of that conference that evening, decided to ask Mr. W. C. Williams to come over and meet with the twenty-two property owners who objected to the line.

Subsequent to this meeting, we drove over the old route the next day and inspected the new line across the river. It was my view then, and I so told the two Commissioners, that it appeared that inasmuch as all the people lived on the south side of the river, it would be better to straighten out the present road, because otherwise two roads would have to be maintained and there was very little, if any, advantage to be gained by the new location as far as distance and alignment are concerned.

I asked Mr. Williams, in addition to discussing the matters of the present location with the property owners, to look into the matter of relocation and to give me his advice and recommendation on his return. Mr. Williams stated that the original idea of locating the highway on the north side of the John Day River was because of the resentment of the property owners along the existing highway due to the additional right of way that would be necessary to construct the highway to modern standards. However, since the highway had been relocated on the north side of the river and the property owners had had a chance to evaluate the effect of this location, they have almost unanimously changed their opinions and feel that it would be much better for them if the highway were relocated along the existing route.

It was his opinion that the property owners would be much easier to deal with now for right of way along the present route than they would be for right of way along the north side of the river.

There are some serious complications to the ranchers on the location north of the river. Most of the productive land on which hay is grown for winter feeding is along the narrow valley adjacent to the river. The larger portion of their range land lies north of the river and this range land would be cut off from the John Day River and thus make it necessary to provide means for stock to get to the river to water from the grazing lands to the north. Our grade line across the dredge tailings is laid to an elevation above the high water, but not enough to provide for cattle passes during a high-water period. This is one of the critical problems the stockmen object to most strenuously.

Mr. Williams reports that we can secure adequate alignment and gradient along the existing route at comparable cost. It would save the maintenance of one line of at least $800 per mile, which would capitalize at roughly $100,000. Mr. Smith learned from Mr. Oliver that the property owners would be much better satisfied with the road on the south side and, inasmuch as we can get as good a line and gradient and save the cost of maintaining two roads, I would recommend that we immediately make a survey on the south side to modernize the present location. This would make a good winter grading job. Meantime, I recommend we hold the money set up on the John Day-Mount Vernon Section so as to be available for this relocation.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:bl

RECEIVED
1952
FOR FILING

Const
R/W
John Day Hwy.

March 31, 1952

Note on Mr. Williams
Copy (Ltr to Comm file)
'not acted on' -

Oregon State Highway Department

Gentlemen:

I attach hereto a sketch map indicating, by a broken line, the located line for the reconstruction of the John Day Highway between Mt. Vernon and John Day. While this location saves only 0.13 mile over the existing route, it does afford excellent alignment and gradient, whereas the existing road has a great number of horizontal curves and the vertical curvature is quite substandard and inducive to hazard.

This matter will be on the next agenda, and I recommend that you approve the survey as indicated.

As you know, we have removed this from the projects for which bids are being called for the April meeting, due to the exorbitant demands made upon the Commission by the property owners.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

WCW:me lg
cc Mr. W. C. Williams
Mr. H. G. Smith

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

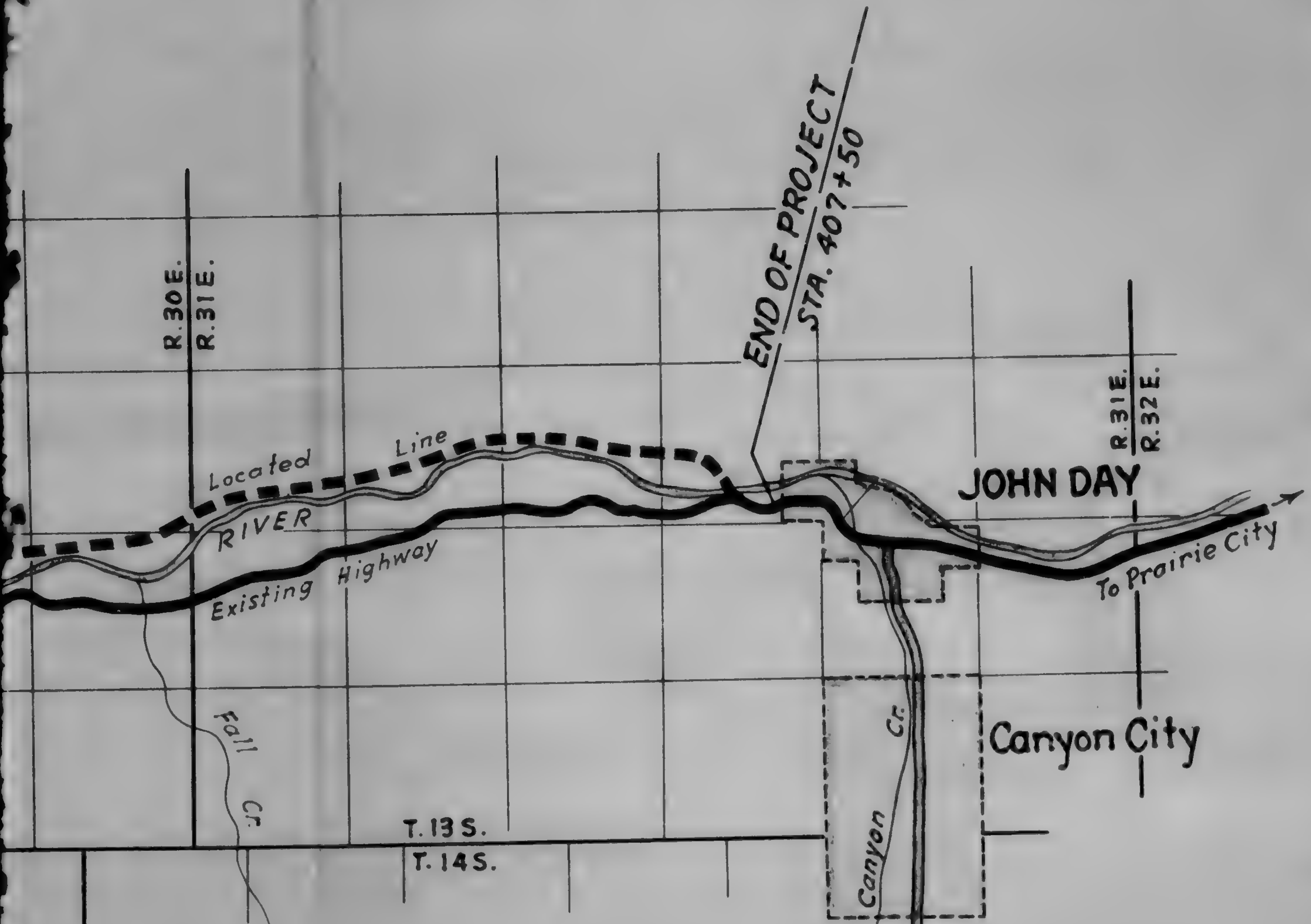
MT. VERNON - JOHN DAY SECTION

JOHN DAY HIGHWAY

GRANT COUNTY

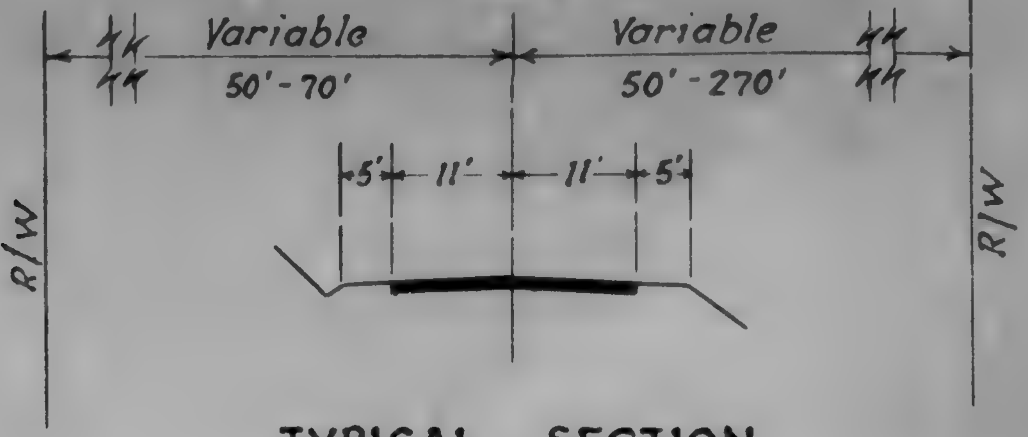
Scale: 1" = 1 Mi. Mar., 1952

For detail see 7B-11-19 & 7B-11-20

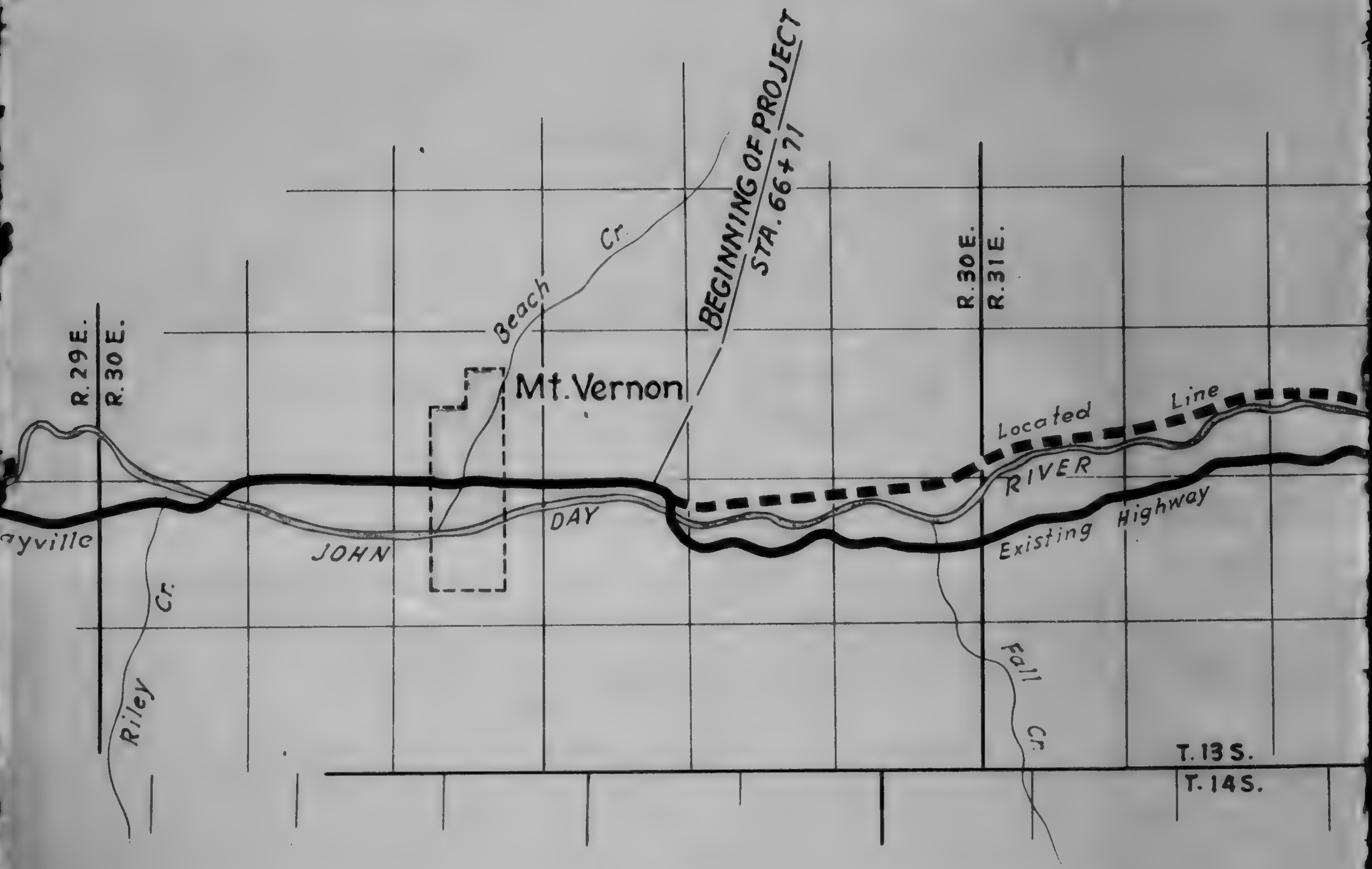

END OF PROJECT
STA. 407+50
R. 30 E.
R. 31 E.
R. 31 E.
R. 32 E.
Located Line
RIVER
Existing Highway
JOHN DAY
To Prairie City
Fall Cr.
Canyon Cr.
Canyon City
T. 13 S.
T. 14 S.
To Burns

RECEIVED

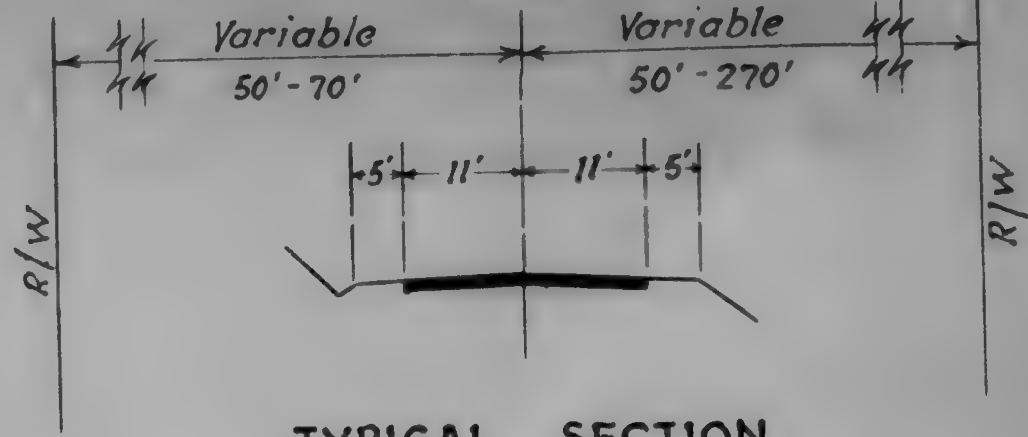
MT


Variable
50'-70'
Variable
50'-270'
5'
11'
11'
5'
R/W
R/W

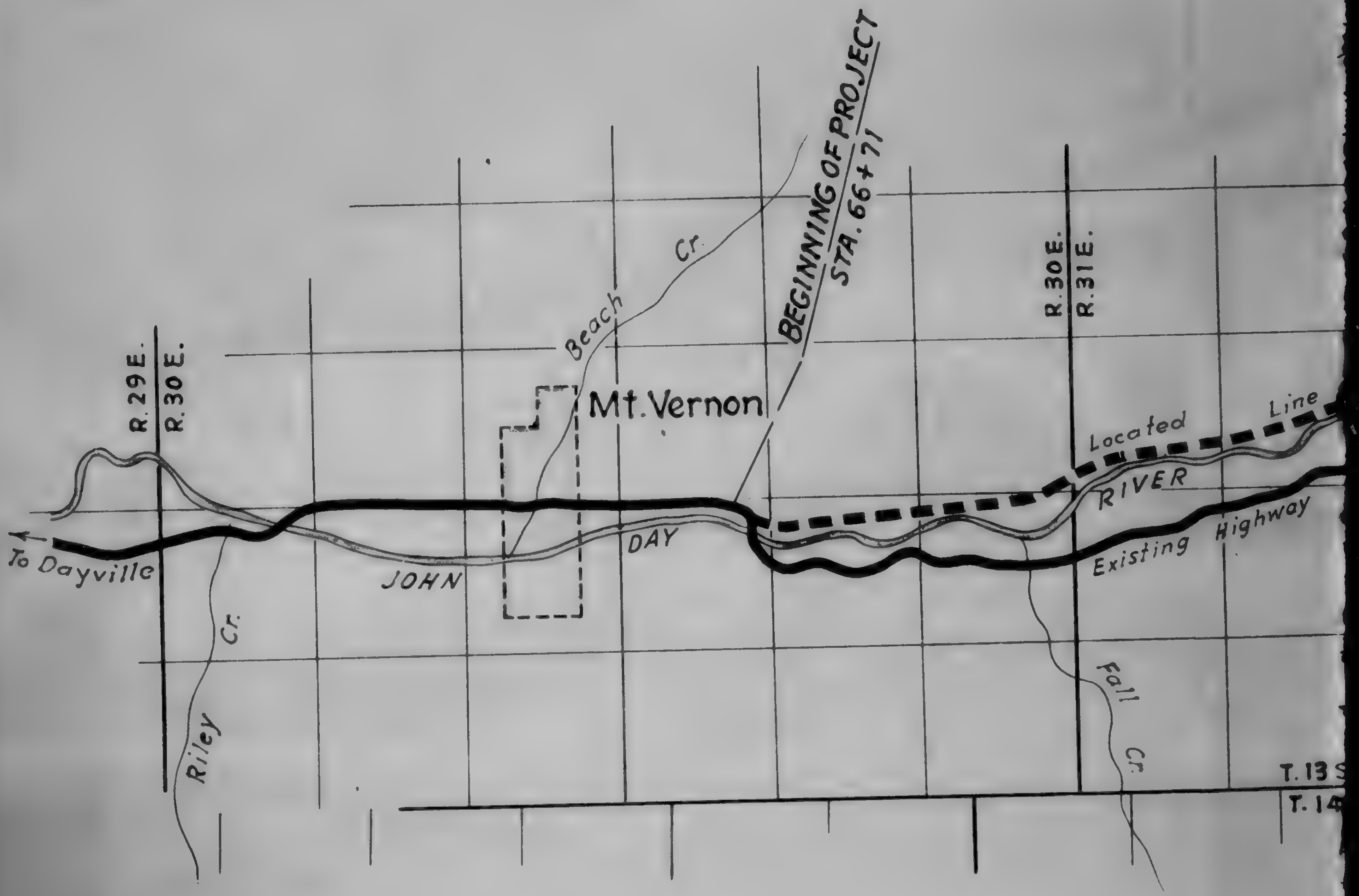
TYPICAL SECTION


BEGINNING OF PROJECT
STA. 66+71
Beach Cr.
Mt. Vernon
R. 29 E.
R. 30 E.
R. 30 E.
R. 31 E.
Located Line
JOHN DAY RIVER
Existing Highway
ayville
Riley Cr.
Fall Cr.
T. 13 S.
T. 14 S.

RECEIVED


Variable
50'-70'
Variable
50'-270'
5'
11'
11'
5'
R/W
R/W

TYPICAL SECTION


BEGINNING OF PROJECT
STA. 66+71
Beach
Cr.
Mt. Vernon
R. 29 E.
R. 30 E.
R. 30 E.
R. 31 E.
Located
Line
RIVER
Existing Highway
To Dayville
JOHN
DAY
Riley
Cr.
Fall
Cr.
T. 13 S
T. 14

RECEIVED
FOR FILING

FORM E-30 25M 6-51 48713

Grant
R/W
Hwys - John Day

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1952

SUBJECT: Mt. Vernon-John Day Section
John Day Highway
Grant County

To:

W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

We are just starting acquisition of right of way on this project but in order to advise you of the probable cost we have had the line pre-appraised by one of our staff appraisers and his estimate of value is $51,000.00.

I might further state that our experience has been that pre-appraisal values have expressed a minimum cost, and in some instances it has been necessary to somewhat exceed these values in order to negotiate purchases.

R. L. Porter
R. L. PORTER
Ass't. Right of Way Engineer

RLP:rmw

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FOR FILING

Const
R/W
Hwy- John Day

February 13, 1952

Mr. D. E. Scott, President
Oregon U. S. Highway 26 Association
John Day, Oregon

Dear Mr. Scott:

I have just returned from a ten-day trip to Washington, D. C.; therefore, I have not had an opportunity to reply to your letter of January 31 with reference to the section between John Day and Mt. Vernon. Please be advised that this is scheduled for receipt of bids in the April meeting of the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi lg

P.S. I am attaching hereto a copy of the new map which shows the designation of US 26. Map just off the press.
RHB

RECEIVED
[illegible] 1952
FOR FILING

Const
R/W
John Day Hwy

February 13, 1952

Mr. I. B. Hazeltine, Secretary
Oregon Committee
U.S. Highway 26 Association
John Day, Oregon

Dear Mr. Hazeltine:

In reply to your letter of February 7, 1952 inquiring as to the status of proposed reconstruction of the John Day Highway between Mt. Vernon and John Day, I wish to say, according to the present schedule of contract lettings, bids will be received by the Highway Commission for this project in April of this year.

This schedule, of course, is subject to change from time to time, but is the best information presently available.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

AMERICA'S FIRST TRANSCONTINENTAL HIGHWAY — ALL PAVED ALL WEATHER SHORTCUT TO THE PACIFIC NORTHWEST

Oregon Committee
U.S. Highway 26 Association
John Day, Oregon

Feb 7th 1952

Mr H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr Glaisyer:

Could you please inform us of the status of the proposed new construction of U.S. 26, formerly U.S. 28 from Mt Vernon to John Day in Grant County, Oregon.

We were told that this unit would be up for bid and that construction would no doubt start about the first part of March 1952.

Thanking you in advance for what information you may be able to give us, we are,

Sincerely yours,

Dan E. Scott, President
By I. B. Hazeltine
I.B. Hazeltine, Sec'y
P.O.Box 305, John Day, Ore.

ANSWERED
H. B. GLAISYER

AMERICA'S FIRST TRANSCONTINENTAL HIGHWAY — ALL PAVED ALL WEATHER SHORTCUT TO THE PACIFIC NORTHWEST

Oregon Committee

U.S. Highway 26 Association

John Day, Oregon

1-31-52

Mr R.H. Baldock, Chief Engineer,
Oregon State Highway Department
Salem, Oregon.

Dear Mr Baldock:

We notice in surveying the projects that are up for bids in the Febuary list that the section of U.S. Highway #26 between John Day and Mt Vernon was not included. We are very anxious to see this section started this year and if there is any way we can help out on this program we would be very glad to do what we reasonablly can.

We were under the impression that construction would start during the first part of March of this year and so would you please advise this Committee of the present status of this unit.

Thanking you for all that you have done for us, we are,

Very sinceeely yours,

Oregon U.S. 26 Committee

By D.E. Scott

D.E. Scott, President

325-1703 Heppner (Race Tract St.) 1953
Grading & Paving Proj.
#3987

325-1703

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 21, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3987	3-final	WARREN NORTHWEST, INC.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
795	R-85433	$ 561.76	1/21/54

Form A-150 10M 3-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. F. HAGEMANN

Invoice No. 36682
Date Nov. 15, 1954
Your Req. No.
Billing Request No. cc-118
Credit distribution: 325-1703-299

City of Heppner
Heppner, Oregon
Attn: Mr. H. Tamkey, City Recorder

Agreed City of Heppner's share of 1953 Special City Allotment project cost for grading and paving Race Track Street. Covered by agreement dated dated June 26, 1953. City to pay all costs in excess of $15,000.

Advance Deposit		4,940.00
Final Costs		
Contract Items	14,777.31	
Construction Items	1,812.50	
Construction Engr.	1,056.63	
Survey	530.12	
	$18,176.56	
Less Agreed State Share	15,000.00	3,176.56
To be refunded		$1,763.44

ACKNOWLEDGMENT OF BILLING REQUEST

a a Wicklander

3-25-54

325-17[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 21, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3987	3-final	WARREN NORTHWEST, INC.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
725	R-85433	$ 561.76	1/21/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J A Wicklander
ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: to Oct. 30, 1953 without penalty

Completion Date: Oct. 23, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-25-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

J A Wicklander

3-25-54

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FOR FILING

[illegible]

[illegible]

January 7, 1954

Federal Insurance Company
Chubb & Son, Managers
90 John St.
New York 38, N. Y.

Gentlemen:

State Highway Contract No. 3987 for work performed on the Heppner (Race Track St.) City Street Section in Morrow County was completed by the contractor, Warren Northwest, Inc., on October 23 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of $561.76 will be released to the contractor on or after January 18, 1954. The total contract amount is $14,777.31 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

1-7-54

RECEIVED
NOV [illegible]
FOR FILING

[illegible]

3987

November 19, 1953

Federal Insurance Company
Chubb & Son, Managers
90 John St.
New York 38, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest,Inc. a portion of the funds heretofore retained by the Commission on contract No. 3987, for grading and paving on the Heppner (Race Track St.) Section in Morrow County.

This payment, in the amount of $8,810.83, reduces the retained percentage to $500.00 lump sum. The present payment will be released to the contractor on or after November 30, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

11-19-53

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FOR FILING

[illegible]

[illegible]

November 16, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from September 30 to October 30, 1953 within which to complete your contract No. 3987, for grading and paving on the Heppner (Race Track St.) Section in Morrow County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. F. Parson,
Division Engineer

W. S. Hodge,
Resident Engineer

H. G. Smith,
Construction Engineer

Form E-1-10M

325-1703

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #7

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 24, 1953

Section	Heppner (Race Tract St.)	Kind of work	Grading & Paving
Highway	City Street	Section prefix	325-1703
Contractor	Warren Northwest Inc.	Contract number	3987
Date of contract	July 1, 1953	Date of completion	September 30, 1953
Date work started	September 1, 1953	Estimated date of completion	October 23, 1953
Amount of contract	$17,984.97	Per cent of time elapsed	125.0 %

Estimated cost of completed project, exclusive of engineering $15,572.30

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $871.58, 63.3 %   Date project was completed October 23, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Began laying pavement October 21 and completed the paving Oct. 22. The shoulder rock was put on leveled, watered, and rolled Oct. 23 thus completing the job. The weather was very good except frosty in the mornings, some of the loads got rather cold around the edges and some hard chunks had to be discarded. The whole job looks very good I would say.

Mr. Brown the paving inspector was on the section each day for awhile.

NOTED
FORREST COOPER

RECEIVED
OFFICE OF

Signed W. S. T. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.27	0.27			0.27
Miles partially completed					
Miles completed	0.27	0.27			0.27
Total estimated quantities	970	1590			610
Estimated quantities moved or placed to date	970	1590			624
Average daily quantities					312
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					10
Average force on project for week					32

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Asph. ~~Barber~~-Greene Mixers 1, Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 25, Barber-Greene 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

State Printing

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1953
FOR FILING

[illegible]

3987

October 9, 1953

Oregon State Highway Commission

Request for extension of time
No. 8
October 29 and 30 Meeting

Gentlemen:

Herewith request from Warren Northwest, Inc., for an extension of time on the Race Track Street in Heppner, Contract No. 3987, from September 30, 1953 to October 30, 1953.

Grading and surfacing have been completed on this project, and the pavement will be laid as soon as the contractor sets up his paving plant on the Heppner Junction-Arlington Section. Hauling material from this plant will be much cheaper than to set up a plant at Heppner.

There has been no inconvenience or additional expense, and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

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JUL 27 1953
FOR FILING

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[illegible]

July 24, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts, which were awarded to you by the State Highway Commission, as follows:

Contract No. 3987, for grading and paving on the Heppner (Race Track Street) Section in Morrow County, awarded July 1, 1953.

Contract No. 3991, for grading and surfacing on the Hood River County Roads in Hood River County, awarded July 3, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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JUL 7 1953
FOR FILING

325-1703

3157

July 6, 1953

H. Tambey, City Recorder
City Hall
Heppner, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Heppner covering the improvement of Race Track Street from Cannon Street to Alfalfa Street, a distance of approximately 0.25 mile, in connection with the $250,000 City Allotment Fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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FOR FILING
305-1703
3127

R

July 1, 1953

Warren Northwest, Inc.,
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 25 accepted your proposal for the Heppner (Race Track Street) Grading Project in Morrow County for the sum of $15,804.00, and on the same day awarded Contract No. 3127 to you subject to concurrence from the City of Heppner and provision made by said City of funds for the cost of the project in excess of $15,000.00. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telephonic notice of award to you of this afternoon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
cc - W. C. Franzwa
F. B. Smith
S. H. Probert
Goldie Lewis
C. W. Reed

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FOR FILING

FORM E-30 37,900 4-52 90006

[illegible]5-190[illegible]

3177

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1953

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Attached is the City of Heppner's Check No. 8079 in the amount of $4,940. This is the city's advance deposit for the Race Track Street special city allotment project.

John W. Cattrall
Engineer, County and City Relations

By Graham

John D. Graham
Office Engineer

JDG:MM
Att.

cc: C. H. Maison
W. C. Williams

REFERRED TO
BY SECRETARY

NOTED
F. QUERY

CITY of HEPPNER

OREGON

★

J. O. TURNER, Mayor

Councilmen:
W. C. ROSEWALL
ROBERT GRABILL
JACK VanWINKLE
W. C. COLLINS
J. W. CARTER
L. D. TIBBLES

ELIZABETH DIX, Recorder
LA VERNE VAN MARTER, Treasurer

NOTED
Harold C. Ayers

June 3, 1953.

Mr. John W. Catterall
Cities & Counties Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

On our agreement with the State Highway Commission for the allocation of $15,000.00 to be used on Heppner Streets for the year 1953 under the legislative act creating the annual $250,000 Special City Allotment Fund, I ask the following change and correction.

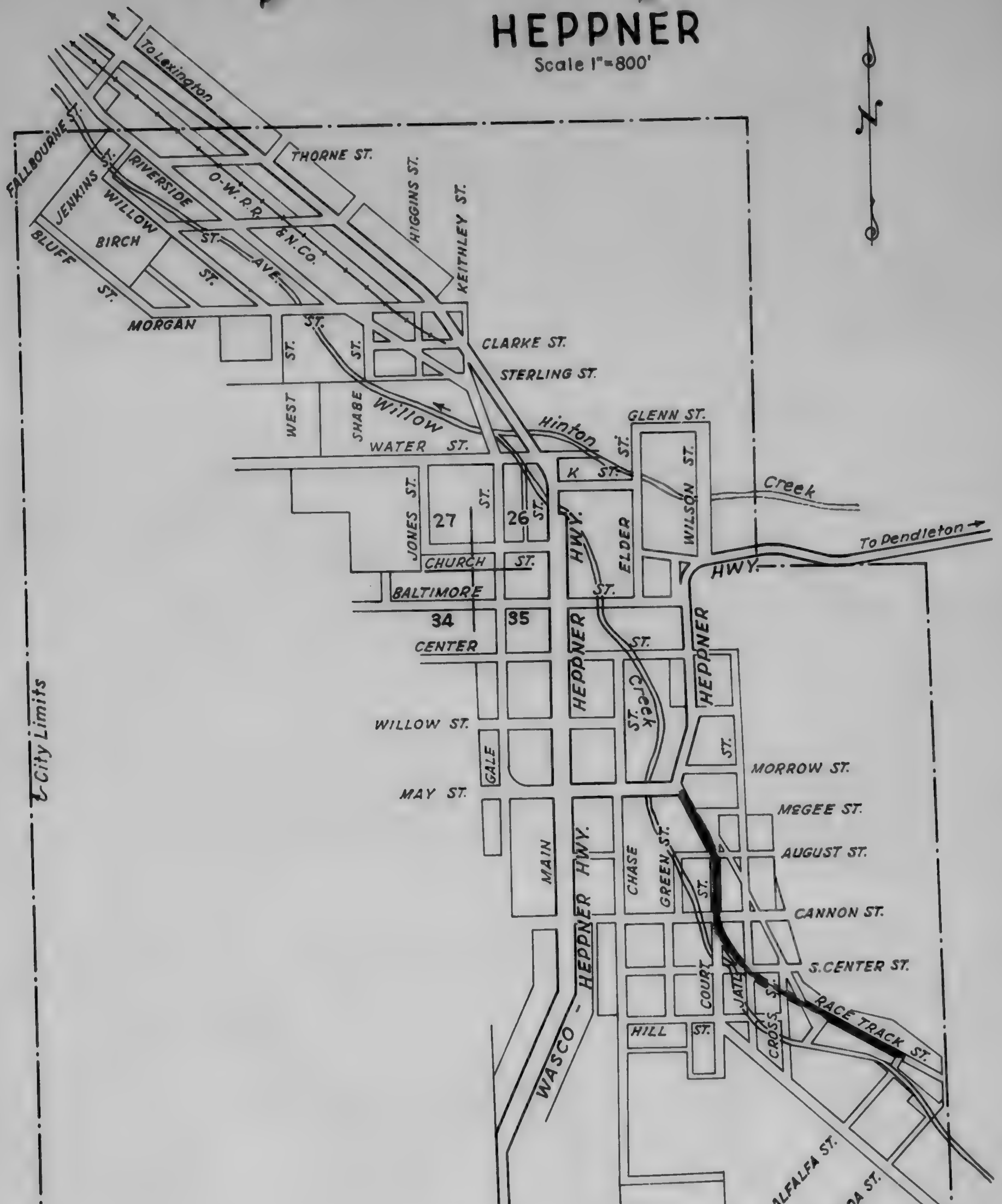
Mr. Ayers, engineer from the department's office has informed us that the original agreement was for an oil mat on South Court Street from May Street to Alfalfa Street in Heppner, and that Mr. Baldock, State Engineer, stated that the street must be surfaced with asphaltic concrete. That the original cost set up on the job was $19,300.00, of which the City of Heppner was to pay $4,300.00 and the State the $15,000.00.

Now, Mr. Ayers informs us that the cost for the entire street topped with asphaltic concrete would be approximately $28,000.00; $13,000.00 of which to be paid by the city.

At a meeting of the City council and Mr. Ayers last night, June 2nd, it was decided that the city could not afford the $13,000.00 at this time and therefore requested Mr. Ayers to apply the asphaltic concrete to the south end of the project so far as the $15,000.00 would go, perhaps from Alfalfa Street, northwesterly to Cannon Street, approximately one-half of the project, and that the City would make application for completion of the job - Cannon Street to May Street next year. This arrangement seemed to be satisfactory to Mr. Ayers, and while he could promise nothing definite for next year, he requested that I write of this change to the Commission.

Yours very truly,

J. O. Turner



HEPPNER

Scale 1"=800'

To Lexington
FALLBOURNE ST.
THORNE ST.
HIGGINS ST.
KEITHLEY ST.
JENKINS
RIVERSIDE
O.-W. R.R. & N. Co.
WILLOW ST.
BIRCH ST.
AVE.
BLUFF ST.
MORGAN ST.
CLARKE ST.
STERLING ST.
WEST ST.
SHABE ST.
Willow
Hinton
St.
GLENN ST.
WATER ST.
K ST.
WILSON ST.
Creek
To Pendleton
JONES ST.
27
26
ST.
HWY.
ELDER
CHURCH ST.
BALTIMORE
34
35
CENTER ST.
HEPPNER HWY.
HEPPNER
Creek
ST.
WILLOW ST.
GALE
MORROW ST.
MAY ST.
McGEE ST.
AUGUST ST.
MAIN
CHASE
GREEN ST.
WASCO - HEPPNER HWY.
CANNON ST.
S. CENTER ST.
COURT
GATE
CROSS ST.
RACE TRACK ST.
HILL ST.
ALFALFA ST.
SODA ST.
City Limits
To Condon
N

Rev. 4-1-52

CITY of HEPPNER

★

J. O. TURNER, Mayor

Councilmen:

W. C. ROSEWALL
E. E. GONTY
JOHN SAAGER
ROBERT GRABILL
JACK VanWINKLE
W. C. COLLINS

ELIZABETH DIX, Recorder

LA VERNE VAN MARTER,
Treasurer

October [illegible], 195[illegible].

RECEIVED
OCT 22 1952

Mr. Harold C. [illegible]ers,
[illegible] Engineer,
Oregon State Highway Comm.,
Salem, Oregon.

Dear Mr. [illegible]:

I took the matter up with the City Council last night in regard with our conversation of yesterday, concerning the work to be done by the State Highway Commission on South Court Street in Heppner and the Council instructed me to inform you that the proposition that you presented to me was satisfactory to the Council and urged that you present it to the Commission.

We understand that the outside cost of this improvement is to be $19,300.00, of which the Commission will stand $15,000.00 and the City of Heppner the balance of $4,300.00; provided the full amount of contingency and engineering fees are used. But in event these amounts are not fully expended, then the City shall have the benefit of any reduction in those items.

We appreciate very much, Mr. [illegible]ers, what you have done for us and hope that you can present it to the Commission in a manner that will be accepted.

Yours very truly,

J. O. Turner

NOTED
J. W. CATTRALL

February 29, 1952

Mr. J. O. Turner
Mayor, City of Heppner
Heppner, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

I am replying to your letter of February 19 regarding your request for a project under the 1952 $250,000 City Allotment fund.

Please be advised that all of the $250,000 in the 1952 program has been allocated. I have checked our files and find that your application dated September 4, 1951, for a project on Court Street was received in this office on September 10, 1951. As set forth in Mr. Baldock's letter of March 19, 1951, all applications for the 1952 program should be on file in this office by September 1, 1951. Your request that was considered for the 1952 program was for Gale Street which at the time of investigation showed to be in good condition and suitable for the traffic it served.

Your application of September 4 for Court Street will be investigated and considered for inclusion in the 1953 program.

If I can be of further assistance in this matter, please do not hesitate to call on me.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM

LAW OFFICE OF
JESSE O. TURNER
HEPPNER, OREGON
TELEPHONE 173

Feb. 19, 1952

State Highway Commission,
Salem, Oregon.

Mr. John W. Cattrall, Engineer.

Dear Sir:

I have your letter of February 11th, wherein you advised us that our project applied for April 2, 1951, was not approved by the Commission at their meeting of February1, 1952.

Our application was for a portion of the 1952 $250,000 city allotment fund, to resurface the south end of Court Street, which leads to the Willow Creek road. No reason was given for the rejection of our application.

Is it possible that a re hearing could be had on that project? I am informed by Heppner Lumber Company that they have purchased a vast amount of timber on upper Willow Creek and that the greater portion of it will come over that road on logging trucks and will begin in the latter part of 1952. That street is not heavy enough to carry that traffic - that is the reason why we shifted from Gale Street to Court Street in our application.

If a re hearing could be had, I would like to be present with material and witnesses to substantiate our position.

Yours very truly,

J. O. Turner

Mayor of Heppner.

RECEIVED
FEB 20 1952
ENGINEER
COUNTY [illegible]

53

Form cc-50
Special City Allotment

9-51

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SEP 1 0 1951
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of City of Heppner is an incorporated city of the State of Oregon, and has a population of 1648, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, [illegible]

Court Street beginning at the Court House, going south on [illegible] to Race Track Street, Race Track Street to where it connects with the highway going up Hollow Creek

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Court Street beginning at the Court House - going south on Court Street to Race Track Street then On Race Track Street to where it connects with the highway going up Hollow Creek

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Heppner does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mayor Turner as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of September, 1951.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Heppner at a regular or special meeting of said council, held on the 4th day of September, 1951, and the above copy is a true and correct copy of the original and of the whole thereof.

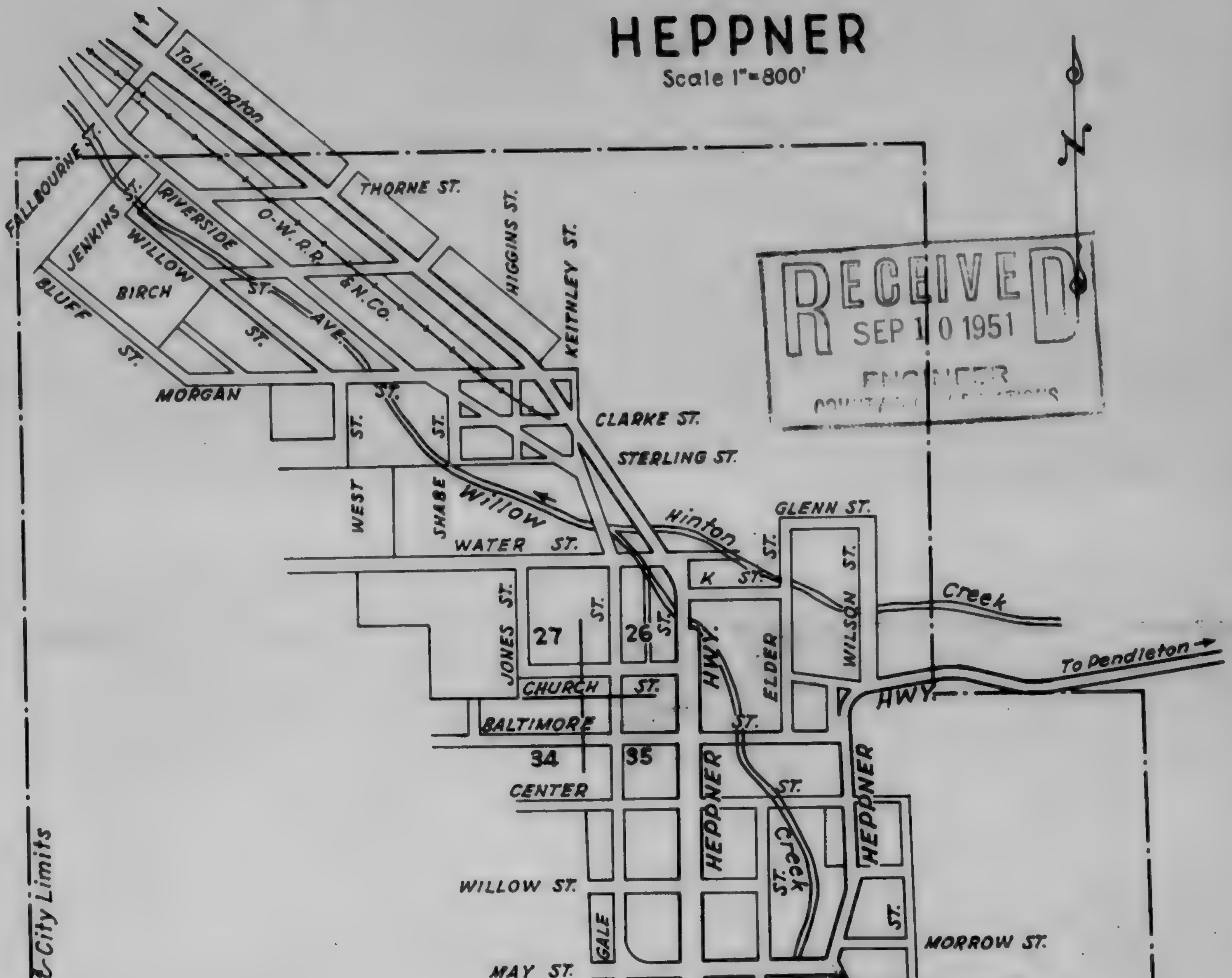
Dated this 5th day of September, 1951.

Elizabeth Dix
City Recorder

1319

HEPPNER

Scale 1"=800'


To Lexington
THORNE ST.
FALLBOURNE ST.
JENKINS ST.
RIVERSIDE
O.-W. R.R. & N. CO.
HIGGINS ST.
KEITHLEY ST.
WILLOW
BIRCH
BLUFF ST.
ST.
AVE.
MORGAN
ST.
WEST ST.
SHABE ST.
CLARKE ST.
STERLING ST.
Willow
Hinton
Creek
GLENN ST.
WATER ST.
K ST.
ST.
WILSON ST.
JONES ST.
27
ST.
26
ST.
HWY.
ELDER
To Pendleton
HWY.
CHURCH ST.
BALTIMORE
34
35
CENTER
HEPPNER
ST.
HEPPNER
ST.
Creek
WILLOW ST.
GALE
ST.
MORROW ST.
MAY ST.
MEGEE ST.
AUGUST ST.
MAIN
HEPPNER HWY.
CHASE
GREEN ST.
ST.
CANNON ST.
S. CENTER ST.
COURT
WASCO - HEPPNER HWY.
GATE
CROSS ST.
RACE TRACK ST.
HILL ST.
ALFALFA ST.
SODA ST.
City Limits
N
To Condon

RECEIVED
SEP 10 1951
ENGINEER
COUNTY/[illegible] RELATIONS

"Red line shows where the street is.
Going south on Court St. to Race Track St. Then on Race Track St. to where it connects with highway going up Willow Creek

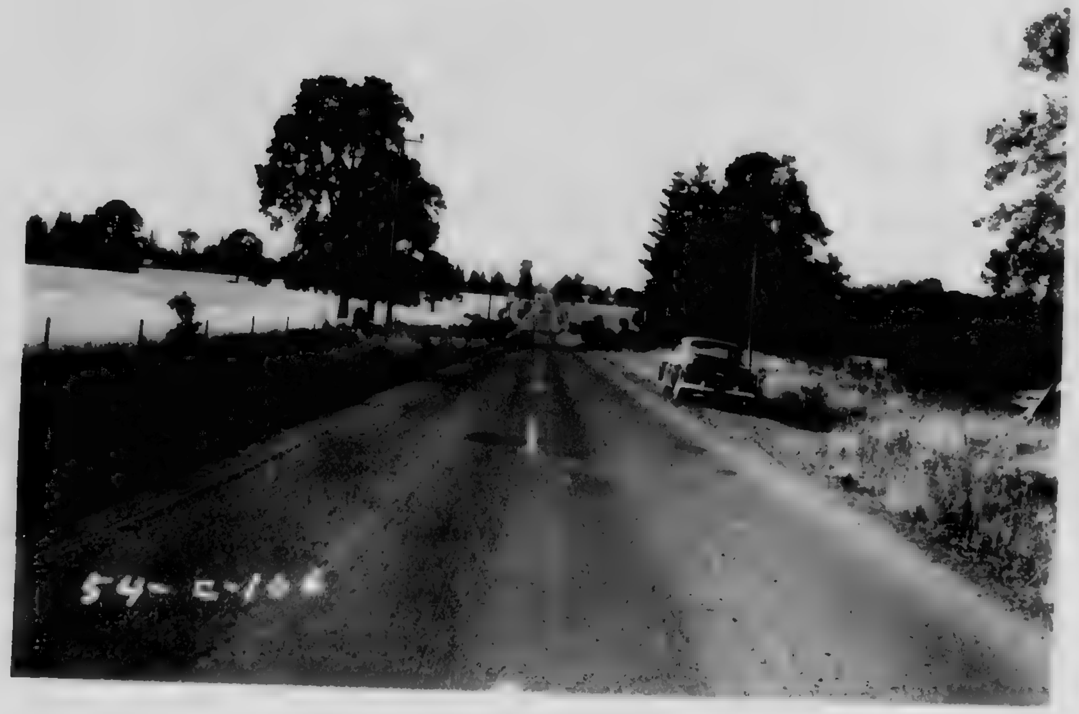
Reason for changing this is that [illegible] of the field and all of the [illegible] logging trucks and [illegible] come in this route.

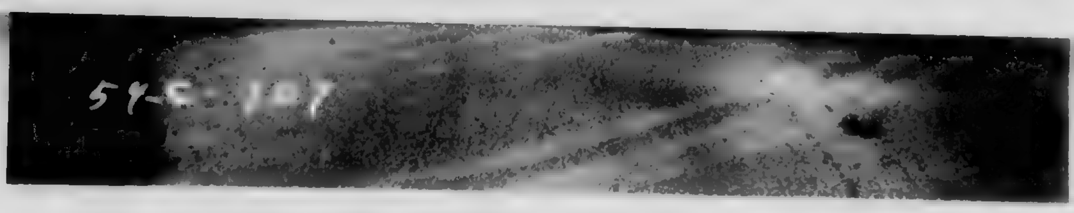
S-147(1) Kingston-Scio & Oak Cr.- 1953
Plainview Secs.
#3988

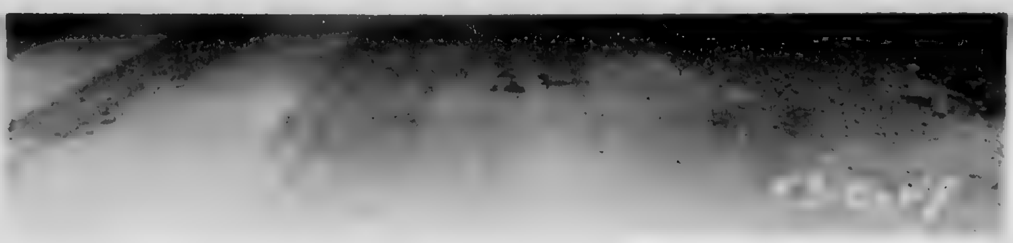
FAS [illegible] County [illegible] Contract No. ______

Section [illegible]

Location [illegible]







57-E 147

53-

1958

[illegible]

[illegible]

[illegible]

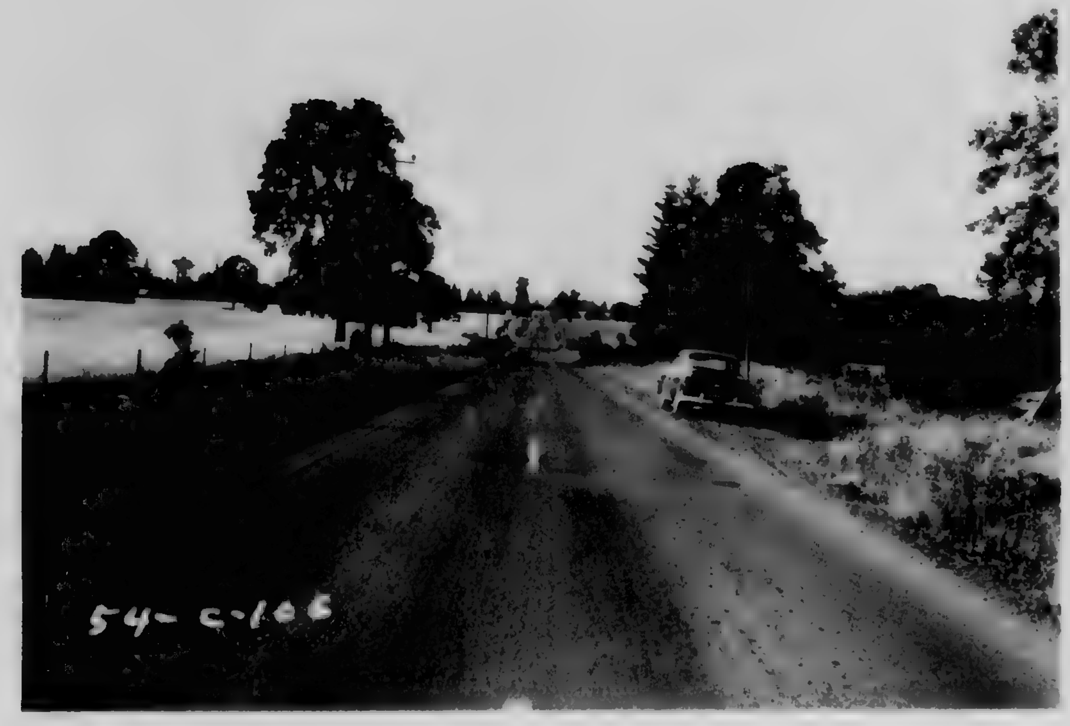
1954

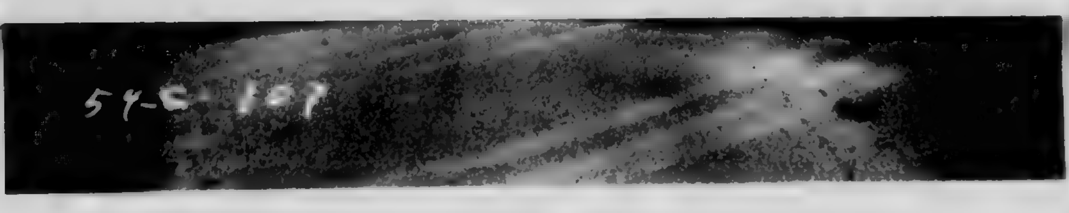
1954

FAS 5[illegible] County Linn Contract No. [illegible]

Section [illegible]

Location [illegible]


54-C-106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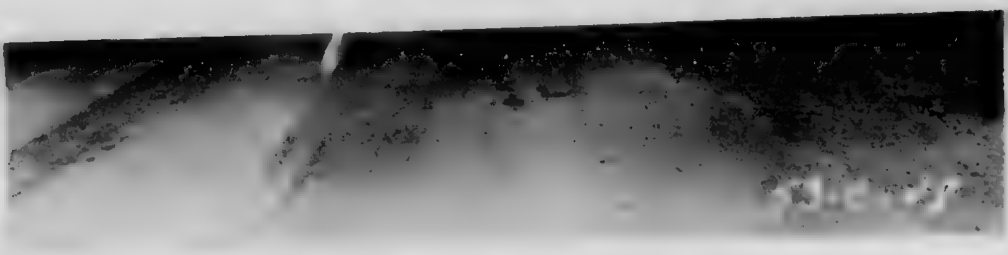

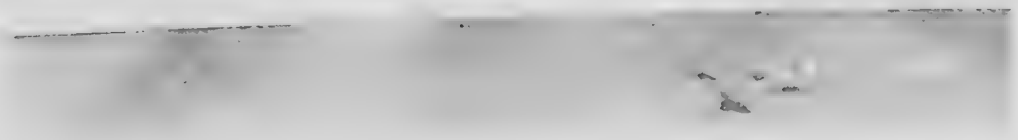

NOTED
Harold C. Ayers

[illegible]

May 19, 1954

NOTED
V R JONES

Linn County Court
Court House
Albany, Oregon

FAS 569
FAS 570

FAS 212

Gentlemen:

Final costs of the Kingston-Scio and Oak Creek-Plainview County FAS projects are now available and it has been determined that the agreed County share of these final costs (50% of difference between total cost and federal funds collected) is $14,299.52. As the County initially deposited $16,300 a refund of $2,000.48 is due. As per your letter of May 14, 1954, this $2,000.48 refund is being retained as part of the County's advance deposit in connection with the Onehorse Slough Bridge project.

For your information and records an "Itemized Statement of Final Costs" for these two projects is attached.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

May 17, 1954

Mr. Walter L. Larsen
Linn County Engineer
Court House
Albany, Oregon

NOTED
Harold C. Ayers

Dear Mr. Larsen:

This is to advise you that work on Contract No. 3988, Oak Creek-Plainview Section of the Lebanon-Brownsville Road, FAS 569, and Kingston-Scio Section of the Scio-Stayton Road, FAS 570 was completed on July 23, 1953.

Under the terms of the maintenance agreement signed by the County on June 15, 1953, and by the State Highway Commission on June 26, 1953, the County assumed maintenance of and continued jurisdiction over the above named projects as of date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM

Form PR 2 (Revised 1950)

1039

State Oregon

Federal Aid Secondary Project No. S-147(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 10th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-six thousand, one hundred and 00/100 dollars ($26,100.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of act of legislature by which authorized) Chapter 529, Laws 1939.

(*b*) From other sources Cash deposited by Linn County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 69+00 in the SW 1/4, Section 5, T-10-S, R-1-W, W.M. and survey station 367+00 in the SE 1/4, Section 15, T-9-S, R-1-W, W.M., without exception, length 5.691 miles, in Linn County, being Oregon Federal Aid / Secondary project No. S-147(1), consisting of 5.691 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED
OCT 29 1953

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-six thousand, one hundred and 00/100 dollars ($26,100.00), which does not exceed the authorized Federal pro rata share of forty-two thousand, two hundred fifteen and 25/100 dollars ($42,215.25), the approved total estimated cost of said project.

PAYMENTS

Article V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

Asst. SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W. H. Lynch
Division Engineer,
Bureau of Public Roads.

OCT 27

NOV 2

Oregon State Highway Department

Federal Aid Secondary
Project No. S-147 (1)

KINGSTON-SCIO SECTION

OF THE SCIO-STAYTON ROAD IN LINN COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231
Roadway (Sta. 67+00 to Sta. 367+00) (Contract No. 1992)

5.68	miles	Preparation of Base	$100.00	$ 568.00
660	cu. yds.	3/4" - 0 Material in Binder Course	3.70	2,442.00
106	tons	RC-3 Asphalt in Binder Course	38.00	4,028.00
3,430	cu. yds.	Aggregate in Oil Mat Wearing Surface	3.70	12,691.00
250	tons	150-200 Asphalt in Oil Mat Wearing Surface	34.00	8,500.00
78	tons	RS-1 Emulsified Asphalt in Oil Mat Wearing Surface	37.00	2,886.00
1,900	cu. yds.	3/4" - 0 Material in Shoulders	3.55	6,745.00
230	M-gal.	Sprinkling	2.25	517.50
			Subtotal	$38,377.50
			10% Engr. & Cont.	3,837.75
			Total	$42,215.25

Length of Roadway 5.671 miles
Cost per Mile $7,417.89

Federal Funds- $26,100.00
State Funds- 8,057.62
County Funds - 8,057.63
$42,215.25

State Funds for Constr.: Chap. 175, laws 1917; Chap. 3[illegible], laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-147 (1)

KINGSTON-SCIO SECTION

OF THE SCIO-STAYTON ROAD IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 4, 1953

Type Code S231
Roadway (Sta. 69+00 to Sta. 367+00)

5.68	miles	Preparation of Base	$200.00	$ 1,136.00
660	cu. yds.	3/4" - 0 Material in Binder Course	3.50	2,310.00
106	tons	RC-3 Asphalt in Binder Course	42.00	4,452.00
3,430	cu. yds.	Aggregate in Oil Mat Wearing Surface	3.75	12,862.50
250	tons	150-200 Asphalt in Oil Mat Wearing Surface	40.00	10,000.00
78	tons	RS-1 ~~RS-2~~ Emulsified Asphalt in Oil Mat Wearing Surface	42.00	3,276.00
1,900	cu. yds.	3/4" - 0 Material in Shoulders	2.75	5,225.00
230	M-gals.	Sprinkling	3.00	690.00
			Subtotal	$39,951.50
			10% Engr. & Cont.	3,995.15
			Total	$43,946.65

Length of Roadway 5.691 miles
Cost per Mile $7,722.13

Federal Funds	$27,200.00
State Funds	8,373.32
County Funds	8,373.33
	$43,946.65

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary

Project No. S-148(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 10th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-three thousand, one hundred and 00/100 dollars ($23,100.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.62

GPO 10—11370-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Linn County with the Highway Department.
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 61+00 in the NE 1/4, Section 18, T. 12 S., R. 2 W., W.M., and survey station 326+00 on the east boundary of Section 36, T. 12 S., R. 3 W., W.M., without exception, , length 5.019 miles, in Linn County, being Oregon Federal Aid / Secondary project No. S-148(1), consisting of 5.019 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED
1953
DIVISION

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-three thousand, one hundred and 00/100 dollars ($23,100.00), which does not exceed the authorized Federal pro rata share of thirty-seven thousand, two hundred eighty-five and 05/100 dollars ($37,285.05), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest Roy L. Green
Asst. SECRETARY

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M. R. McIver
Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

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OCT 29 1953
DIVISION 3

Oregon State Highway Department

Federal Aid Secondary
Project No. S-143 (1)

OAK CREEK-PLAINVIEW SECTION
OF THE LEBANON-BROWNSVILLE ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231
Roadway (Sta. 61+00 to Sta. 326+00) (Contract No. 32[illegible])

5.02	miles	Preparation of Base	$100.00	$ 502.00
580	cu. yds.	3/4" - 0 Material in Binder Course	3.70	2,146.00
92	tons	RC-3 Asphalt in Binder Course	38.00	3,496.00
3,040	cu. yds.	Aggregate in Oil Mat Wearing Surface	3.70	11,248.00
220	tons	150-200 Asphalt in Oil Mat Wearing Surface	34.00	7,480.00
68	tons	RS-1 Emulsified Asphalt in Oil Mat Wearing Surface	37.00	2,516.00
1,700	cu. yds.	3/4" - 0 Material in Shoulders	3.55	6,035.00
210	M-gal.	Sprinkling	2.25	472.50
			Subtotal	$33,895.50
			10% Engr. & Cont.	3,389.55
			Total	$37,285.05

Length of Roadway 5.019 Miles
Cost per Mile $7,428.78

Federal Funds- -	$23,100.00
State Funds- -	7,092.52
County Funds -	7,092.53
	$37,285.05

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-148 (1)

OAK CREEK-PLAINVIEW SECTION

OF THE LEBANON-BROWNSVILLE ROAD IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 4, 1953

Type Code 5231
Roadway (Sta. 61+00 to Sta. 326+00)

5.02	miles	Preparation of Base	$200.00	$ 1,004.00
580	cu. yds.	3/4" - 0 Material in Binder Course	3.50	2,030.00
92	tons	RC-3 Asphalt in Binder Course	42.00	3,864.00
3,040	cu. yds.	Aggregate in Oil Mat Wearing Surface	3.75	11,400.00
220	tons	150-200 Asphalt in Oil Mat Wearing Surface	40.00	8,800.00
68	tons	RS-1 ~~RS-2~~ Emulsified Asphalt in Oil Mat Wearing Surface	42.00	2,856.00
1,700	cu. yds.	3/4" - 0 Material in Shoulders	2.75	4,675.00
210	M-gals.	Sprinkling	3.00	630.00
			Subtotal	$35,259.00
			10% Engr. & Cont.	3,525.90
			Total	$38,784.90

Length of Roadway	5.019 miles
Cost per Mile	$7,727.61

Federal Funds	$24,000.00
State Funds	7,392.45
County Funds	7,392.45
	$38,784.90

5-148(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 1, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3988	3-Final	J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18993	B-77153	$ 2,140.63	9/30/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. D. Herr
ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: July 23, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-1-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JH.

10-2-53 g

RECEIVED
SEP. 15 1953
FOR FILING

5-147(1)
5-14(1)
3758

September 14, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3988 for surfacing on the Kingston-Scio and Oak Creek-Plainview Sections of the Scio-Stayton Road and Lebanon-Brownsville Road in Linn County was completed by the contractor, J. C. Compton Company, on July 23 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of $2,140.63 will be released to the contractor on or after September 24, 1953. The total contract amount is $71,343.34, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
9-14-53 gl

RECEIVED
AUG 27 1953
FOR FILING

147(1)
S-148(1)
3988

Salem, Oregon
August 25, 1953

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with requirements of the Public Road Administration, it will be necessary to install reflectorized cross-buck signs and reflectorized advance warning signs at the grade crossing of the Mill City Branch Line Railroad with the Scio-Stayton County Road in Linn County.

The crossing referred to is at Station 238+02 on the Kingston-Scio project, Contract No. 3988. It is about 4½ miles north from Scio.

As this project has recently been completed, the signs should be installed in the near future. Expense should be charged to Prefix 522-1048.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:tp

cc: J. D. Walker

RECEIVED
FOR FILING

S-143(1)
S-148(1)
3981

August 19, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. on contract No. 3981. covering Surfacing on the Kingston-Scio & Oak Creek-Plainview Section of the Scio-Stayton Road and Lebanon-Brownsville Road in Linn County. This payment, in the amount of $39,015.36 will be released to contractor on or after August 29, 1953. The retained percentage is $2,140.29.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

Glens Falls Indemnity Company
Glens Falls,
New York

NOTED ON CARD
8-19-53

FORM E-30 25M 9-51 82313

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

522-1048

Salem, Oregon
July 29, 1953

NOTED
J. W. CATTRALL

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Department

NOTED
Harold C. A[illegible]

Dear Sir:

On July 28th I made an inspection of the completed Contract No. 3988, Kingston-Scio and Oak Creek-Plainview FAS, jointly with the Linn County Court, Mr. John Cattrall and Resident Engineer Walters.

The contract involved oiling with O-11 and in both instances an excellent job was attained.

The Linn County Court are very pleased with the results and will accept the job.

Yours very truly,

J. D. Walker
Division Engineer

RECEIVED
[illegible] 1953
ENGINEER
COUNTY [illegible] OPERATIONS

JDW:AM

NOTED
J. F. HAGEMANN

RECEIVED
OF
[illegible] ENGINEER

RECEIVED
JUL 30 1953
FOR FILING

S-147(1)
[illegible](1)
39·1

July 29, 1953

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The following state highway contracts have been received in this office fully executed:

Your Contract No. 3963 - Monument Paving Project in Grant County.

Your Contract No. 3988 - Kingston-Scio and Oak Creek-Plainview Section of the Scio-Stayton and Lebanon-Prineville county roads in Linn County.

Babler Bros., Inc., Contract No. 3994 - Forest Boundary-Lapine Junction Section of the Burgess Road in Deschutes County.

We are, therefore, returning your certified checks drawn on the First National Bank of McMinnville, Oregon, in the amounts of $750.00, $4,000.00, and $1,500.00. These checks were submitted with your proposals for the above projects.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - Mr. John Herr

RECEIVED
JUL 28 1953
FOR FILING

S-147(1)
S-148(1)
3988

July 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 23, 1953 on Contract No. 3988, Kingston-Scio and Oak Creek-Plainview Section, in Linn County, in connection with Federal Aid Project No. S-147 (1), S-148 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

Form E-1—10M—11-51

S-147(1)
S-148(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 25, 1953, 19

Section	Kingston-Scio & Oak Creek-Plainview	Kind of work	Oil Mat Surfacing
Highway	Scio-Stayton & Lebanon-Brownsville Co. Rd.	Section prefix	522-1048
Contractor	J.C. Compton Co.	Contract number	3988
Date of contract	July 1, 1953, 19	Date of completion	Sept. 30, 1953, 19
Date work started	July 1, 1953, 19	Estimated date of completion	July 24, 1953, 19
Amount of contract	$75,525.29	Per cent of time elapsed	27 %

Estimated cost of completed project, exclusive of engineering $ 70,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 3000/5,781.84, 52 % Date project was completed 7-23, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project, sealing shoulders, brush maintenance Friday July 24.

These are excellent oil jobs.

Expect to get out semi-final next week.

NOTED
H.G. SMITH

NOTED
FORREST COOPER

Signed S O Walter

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				10.7	
Miles partially completed					
Miles completed				10.7	
Total estimated quantities				11,310	
Estimated quantities moved or placed to date				11,448	
Average daily quantities				520	
Average daily quantities necessary to complete project on time				complete	
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				35	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers .... Distr. 1, Retort 1, Broom 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 53382

RECEIVED
JUL 27 1953
FOR FILING

S-147(1)
S-148(1)
3988

July 24, 1953

J. C. Compton Co.
Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3963, for paving on the Monument (Wilson Street) Section in Grant County, awarded June 25, 1953.

Contract No. 3988, for surfacing on the Kingston-Scio and Oak Creek-Plainview Sections of the Scio-Stayton Road and the Lebanon-Brownsville Road in Linn County, awarded July 1, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Form A-150 10M 12-52

220

INVOICE

NOTED
J. F. HAGEMANN

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Invoice No. [illegible]

Date July 7, 1953

Your Req. No.

Billing Request No. CC 49

Credit distribution: 522-1048-297

Linn County
Albany, Oregon

Attn: County Court

Partial transfer county share of total costs.
Kingston-Scio and Oak Creek-Plainview projects, Linn County.
Agreement dated June, 1953.
The total deposit is $16,300 of which $1,600 is to remain in the advance deposit fund.

Advance Deposit	16,300.00
Partial transfer of Linn County's advance deposit in connection with the Kingston-Scio and Oak Creek-Plainview FAS projects	14,700.00
To be retained	$ 1,600.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________________________

cc: C. H. Maison
W. C. Williams

NOTED
J. W. CATTRALL

Salem, Oregon
July 1, 1953

NOTED
Harold C. Ayers

Mr. H. B. Glaisyer
Secretary

NOTED
J. F. HAGEMANN

Attached is Linn County Warrant 5229 in the amount of $16,300 representing the county's advance deposit in connection with the Kingston-Scio and Oak Creek-Plainview FAS projects.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: C. H. Maison
W. C. Williams

Salem, Oregon
July 1, 1953

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

We have received this date a warrant in the amount of $16,300 from Linn County as an advance deposit of the county's share of the cost of the Kingston-Scio and Oak Creek-Plainview FAS projects. These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: S. H. Probert

NOTED
J. F. HAGEMANN

July 1, 1953

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

This is to acknowledge receipt of a warrant in the amount of $6,300 as an advance deposit of the county's share of the total cost of the Kingston-Scio and Oak Creek-Plainview Sections of FAS 570 and 569. A contract will now be awarded to J. C. Compton and a copy of the contract will be forwarded to you as soon as available.

Based on the estimated costs for the above projects, Linn County will have approximately $104,000 total FAS funds available for programming during the calendar year 1954.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

June 29, 1953

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

On June 25th the Highway Commission received a satisfactory bid from J. C. Compton of McMinnville for the construction of the Kingston-Scio and Oak Creek-Plainview Section of FAS 570 and 569. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Bid Items	$72,273.00
12-1/2% Engineering and Contingencies	9,034.13
Estimated Total Cost	$81,307.13
Advance Deposit of 20%	$16,300.00

Please make this deposit by means of a warrant or check in the amount of $16,300 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
JUL 9 1953
FOR FILING

S-147(1)
S-148(1)
3988

MISC. CONTRACTS and
AGREEMENTS No. 1412

Salem, Oregon
July 3, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are three fully executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Linn County covering the Oak Creek-Plainview Section of the Lebanon-Brownsville County Road, FAS 569.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Linn County Court.

Yours very truly,

Secretary

rn
Attach: 6

FORM E-90 37,900 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams ✓
OFFICE

REFERRED TO
Glaisyer
[illegible]

L

Herewith three copies of a finance agreement signed by the Linn County Court covering the Oak Creek-Plainview Section of the Lebanon-Brownsville County Road, FAS 569, in Linn County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-25-53
? Query

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
H. B. Glaisyer
Secretary J. Q.

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 37,900 4-52 50808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Attached are seven copies of a maintenance agreement signed by the Linn County Court covering the Oak Creek-Plainview Section of the Lebanon-Brownsville County Road, FAS 569, in Linn County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids are to be received on this project 6-25-53
F. Query

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Linn, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 5.019 miles of the Lebanon-Brownsville Road, FAS 569, ~~highway~~ from highway engineer's survey station 61+00 at Oak Creek to highway engineer's survey station 326+00 near Plainview known as Oak Creek-Plainview Section, and to be designated as Oregon Project No. S-148(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 15th day of June, 1953, and the Highway Department on the 26th day of June, 1953.

COUNTY OF LINN

By E. G. Arnold
County Judge

By W E Downing
County Commissioner

By Floyd D. Henks
County Commissioner

ATTEST:
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/ By Ben R. Chandler
As Chairman

By
As Commissioner

/s/ By M. K. McIver
As Commissioner

/s/ ATTEST: H. [illegible] Glaisyer
Secretary

RECOMMENDED FOR APPROVAL

/s/ [illegible] Williams
Assistant State Highway Engineer

Form cc-30
Page 2

FAS 569
Oregon Project S-148(1)

RESOLUTION

WHEREAS, a County Road in Linn County, State of Oregon, known as the Lebanon-Brownsville County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

> From highway engineer's survey station 61+00 at Oak Creek to highway engineer's survey station 326+00 near Plainview, a distance of 5.02 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Linn will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Lebanon-Brownsville County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this 15th day of June, 1953.

Attest:

By E. G. Arnold
County Judge

County Clerk

By W E Downing
County Commissioner

By Floyd D. Jenks
County Commissioner

Form cc-12
Page 2

FAS 569
Oregon Project S-148(1)

RESOLUTION

WHEREAS, a County Road in Linn County, State of Oregon, known as the Lebanon-Brownsville County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

> From highway engineer's survey station 61+00 at Oak Creek to highway engineer's survey station 326+00 near Plainview, a distance of 5.02 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Linn will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the **Lebanon-Brownsville** County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this 15th day of June, 1953.

Attest:

R.M. Russell
County Clerk

By E.G. Arnold
County Judge

By W.E. Downing
County Commissioner

By Floyd D. Jenks
County Commissioner

Form cc-12
Page 2

RECEIVED
JUL [illegible] 1953
FOR FILING

S-14[illegible]
S-14[illegible]
39[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 14[illegible]4

Salem, Oregon
July 3, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are three fully executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Linn County covering theKingston-Scio Section of the Scio-Stayton County Road, FAS 570.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Linn County Court.

Yours very truly,

Secretary

rn
Attach: 6

FORM E-90 27,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

TRANSFERRED TO Glaisyer

L

Herewith three copies of a finance agreement signed by the Linn County Court covering the Kingston-Scio Section of the Scio-Stayton County Road, FAS 570, in Linn County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-25-53
F Query

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
H B Glaisyer
Secretary F.Q.

FORM E-80 37,000 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Attached are seven copies of a maintenance agreement signed by the Linn County Court covering the Kingston-Scio Section of the Scio-Stayton County Road, FAS 570, in Linn County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids are to be received for this project on 6-25-53
F. Query

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Linn, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 5.691 miles of the Scio-Stayton Road, FAS 570, highway from highway engineer's survey station 367 near Kingston to highway engineer's survey station 69 near Scio known as Kingston-Scio Section, and to be designated as Oregon Project No. S-147(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 15th day of June, 19 53, and the Highway Department on the 26th day of June, 1953.

COUNTY OF LINN	OREGON STATE HIGHWAY COMMISSION
By E. G. Arnold County Judge	/s/ By Ben R. Chandler As Chairman
By H E Downing County Commissioner	By As Commissioner
By Floyd D Jenks County Commissioner	/s/By M. K. McIver As Commissioner
ATTEST: County Clerk	/s/ ATTEST: C. B. Glaisyer Secretary
	RECOMMENDED FOR APPROVAL
	/s/ W. C. Williams Assistant State Highway Engineer

Form cc-30
Page 2

Oregon Project S-147(1)
FAS 570

RESOLUTION

WHEREAS, a County Road in Linn County, State of Oregon, known as the Scio-Stayton County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

> **From highway engineer's survey station 69+00 near Scio to highway engineer's survey station 367+00 near Kingston, a distance of 5.69 miles.**

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Linn will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn

County, Oregon, that no encroachments will be permitted on the county road, known as the Scio-Stayton County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this 15th day of June, 1953.

Attest:

County Clerk

By E. G.
County Judge

By W E Downing
County Commissioner

By Floyd D
County Commissioner

Form cc-12
Page 2

RECEIVED
JUL 7 1953
FOR FILING

S-147(1)
S-148(1)
3988

R

July 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 1, 1953 on Contract No. 3988, Kingston-Scio and Oak Creek-Plainview Sections, in connection with Federal Aid Project No. S-147 (1), S-148 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:gs

RECEIVED
JUL 3 1953
FOR FILING

5-147(1)
5-148(1)
3988

July 3, 1953

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Linn County one fully executed copy each of a Maintenance Agreement and Finance Agreement covering the Kingston-Scio Section of the Scio-Stayton County Road, FAS 570.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUL 13 1953
FOR FILING

S-147(1)
S-148(1)
3928

July 3, 1953

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Linn County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Linn County covering Oak Creek-Plainview Section of the Lebanon-Brownsville County Road, FAS 569.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

R

RECEIVED
JUL 1953
FOR FILING

S 147(1)
148(1)
3988

July 2, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We refer to your letter of June 10, concerning the Oak Creek-Plainview Section of the Lebanon-Brownsville County Road in Linn County, Project S-148 (1).

We are informed by the County Court of Linn County that the small bridge at Station 153+55 will be replaced at once with a pipe culvert.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

FORM E-90 37,900 4-52 54808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1953

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

The stipulation contained in the letter from Mr. C. G. Polk, B.P.R. District Engineer, on June 10 requiring repair of the bridge at Station 153+55 on the Oak Creek-Plainview Section, Oregon Project S-148(1), has been taken up with the Linn County Court and the county advises that this bridge will be replaced by a concrete pipe within the next few days.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann

John F. Hagemann
Assistant Engineer

JFH:MM

Cattrall

June 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-148(1), Oak Creek-Plainview Road of the Lebanon-Brownsville Road in Linn County, have today been recommended for approval subject to such changes as may be required by the Division Engineer and further subject to the condition that the worn out sections of the timber decking of the small bridge at station 153+55 be replaced before the project is completed.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions by the County prior to the project agreement stage.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
JUN 15 1953
ENGINEER
COUN[illegible]IONS

RECEIVED
JUN 11 1953
OREGON
STATE HIGHWAY COMMISSION

Cattrall

Will the county replace the worn-out deck?

RECEIVED
FOR FILING

S-147(1)
-148(1)
3988

July 1, 1953

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 25 accepted your proposal for the Kingston-Scio and Oak Creek-Plainview Sections of the Scio-Stayton and Lebanon-Brownsville County Roads in Linn County for the sum of $72,273.00, and on the same day awarded Contract No. 3988 to you subject to concurrence from the Bureau of Public Roads and provisions made by the County for the deposit of $16,300.00. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. M. Franzwa
H. G. Smith
S. H. Probert
Goldie Lewis

RECEIVED

DEPARTMENT OF COMMERCE

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 1, 1953
4:30 p.m.

J. C. Compton Co.
McMinnville, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for ingston-Scio and Oak Creek-Plainview Section on Scio-Stayton and Lebanon-Brownsville County Roads for which you submitted low bid on June 25. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

RECEIVED

RECEIVED
File
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-147(1)
S-148(1)
2977

July 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise you of our prior verbal concurrence in award of contract for Oregon Project S-147(1), Kingston-Scio Section of the Scio-Stayton Road in Linn County, to J. C. Compton Company of McMinnville, Oregon, low bidder in the total amount of $72,273.00 for this project and Project S-148 (1) at the June 25, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible]

RECEIVED

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

S-147(1)
S-148(1)
[illegible]

July 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence in award of contract for Oregon Project S-148(1), Oak Creek-Plainview Section of the Lebanon-Brownsville Road in Linn County, to J. C. Compton Company of McMinnville, Oregon, low bidder in the total amount of $72,273.00 for this project and Project S-147(1) at the June 25, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
JUL [illegible] 1953
FOR FILING

S-147(1)
S-148(1)
[illegible]

July 1, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for oiling and shoulder construction on the Kingston-Scio Section of the Scio-Stayton County Road and the Oak Creek-Plainview Section of the Lebanon-Brownsville County Road, in Linn County, Projects S-147 (1) and S-148 (1), respectively, to the J. C. Compton Co. of McMinnville, Oregon, on the basis of the bid of $72,273 submitted on June 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

FORM E-90 37,500 4-52 96605
S. 147(1)
S. 145(1)
3958

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date a warrant in the amount of $16,300 from Linn County as an advance deposit of the county's share of the cost of the Kingston-Scio and Oak Creek-Plainview FAS projects. These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM

cc: S. H. Probert

RECEIVED
JUL 2 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 30 1953
FOR FILING

3-147(2)
3-148(1)
[illegible]

June 30, 1953

Mr. J. C. Compton
P.O. Box 86
McMinnville, Oregon

Dear Mr. Compton:

The State Highway Commission on June 25, 1953 accepted your bid in the amount of $72,273.00 for oil mat surfacing on the Scio-Stayton and Lebanon-Brownsville Roads Highway in Linn County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U.S. Bureau of Public Roads and Linn County has made provisions for the deposit of $16,300.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraph on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Encl.

cc: H.G. Smith
S.H. Probert
W.M. Franzwa-SIAC

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

June 11, 1953

Linn County Court
Courthouse
Albany, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies each of two agreements covering finances, seven copies each of two maintenance agreements, seven copies each of two encroachment resolutions, and a set of plans and specifications in connection with the Oak Creek-Plainview Section of FAS 569 and the Kingston-Scio Section of FAS 570, which will be up for bid on June 25th.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bid has been determined and prior to the award of a contract. The engineer's estimates for FAS 569 and 570 are $40,000 and $45,000 respectively.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreements provide that the county agrees to maintain the completed projects in a manner satisfactory to the B.P.R., and the encroachment resolutions provide that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than September 15, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolutions, and return all copies of each agreement and six copies of each resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to June 19th.

If you have any questions on this matter, contact me or Mr. Hagemann, Assistant County-City Relations Engineer, at Salem 4-2171, Extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Encl.

Fas 570

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-147(1)
S-148(1)
3988

June 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-148(1), Oak Creek-Plainview Road of the Lebanon-Brownsville Road in Linn County, have today been recommended for approval subject to such changes as may be required by the Division Engineer and further subject to the condition that the worn out sections of the timber decking of the small bridge at station 153+55 be replaced before the project is completed.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions by the County prior to the project agreement stage.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

RECEIVED
JUN 11 1953
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-147(1)
S-148(1)
3928

S-147(1)

June 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-147(1), Kingston-Scio Section of the Scio-Stayton Road in Linn County, have today been recommended for approval subject to such changes as may be required by our Division Engineer.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolution by Linn County prior to the project agreement stage.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED
JUN 11 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1953
FOR FILING

S-147 1

June 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that the railway grade crossing of the Mill City Branch Line of the Southern Pacific Railroad on the Kingston-Scio Section of the Scio-Stayton County Road, Project No. S-147 (1), will be protected by scotch-lighted cross-buck and advance warning signs as required by G. A. M. No. 63.

The crossing is located at our Station 230+02. It is referred to by the railroad company as Crossing No. C.L.-707.9. in Linn County, Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:tp

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Salem, Oregon
March 24, 1953

NOTED
J. F. HAGEMANN

Mr. V. G. O'Neil
Specifications Engineer

We have examined the attached field data for County Road FAS projects in Linn County and find that both projects conform to the understanding reached with Linn County at the program stage with the following exceptions:

Oak Creek-Plainview Section

1. The typical section shown on the plan and profile map is obviously wrong. Data available in this office indicates the existing base to average 24' in width which would permit a 20' oil mat with variable shoulders averaging 2' each side.

2. The item for 3/4"-0" crushed rock or gravel in shoulders appears to be too high. Using an average of 2' each side, this item should be 1.5/12 X 4 X 26,822 = 13,411 cu. ft..
13,411 ÷ 27 = 500
Plus 30% = 150
650
Plus 10% = 65
715 - say 750 cu. yds.
Correction of this item would reduce the estimate to approximately $40,000.

The funds tentatively programmed for these projects are $45,000 and $48,000 for FAS 569 and 570 respectively for a total of $93,000. It appears that, after the quantities and unit prices have been checked and adjusted, the total for both projects will be within the available funds; however, adjustment between projects might be required. Any such adjustment should be accomplished prior to programming with the B.P.R.

The Linn County Court has requested that this project not be contracted until the June or July Commission meeting (whichever would permit completion of the work this summer) so as to permit the County to utilize funds from the budget commencing July 1, 1953, for the county share of the project costs.

John W. Cattrall
Engineer, County and City Relations

By: John F. Hagemann
Assistant Engineer

569
570
Linn Co

JFH:MM
Att.

cc: Mr. H. G. Smith

NOTED
J. W. CATTRALL

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
February 11, 1953

SUBJECT:

RECEIVED
FEB 13 1953
ENGINEER
COUNTY & CITY RELATIONS

To: Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

In connection with the 1954 County Road FAS Program the following minor revisions have been requested by Gilliam and Linn Counties:

Gilliam County (as revised)

FAS 440	- John Day Highway-Mikkalo, 2.2 miles Place 20' wide 0-9 with binder course using county furnished aggregate.	$ 8,000
FAS 441	- Wasco-Heppner Highway - Lost Valley Road, 6 miles Place 20' wide 0-9 with binder course using county furnished aggregate.	$22,000

Linn County (as revised)

✓ FAS 569	- Oak Creek-Plainview, 5.1 miles Place 20' wide 0-11 with binder course and shoulder rock.	$45,000
✓ FAS 570	- Kingston-Scio, 5.8 miles Place 20' wide 0-11 with binder course and shoulder rock.	$48,000

The total funds for the county is not affected in either case.

Please work these projects up on the above basis.

W. C. Williams
Assistant State Highway Engineer

JFH:MM
cc : Mr. S. H. Probert
John W. Cattrall

NOTED
J. W. CATTRALL

Salem, Oregon
February 11, 1953

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

Attached is a suggested letter to the Construction Engineer covering the minor program revisions in Gilliam and Linn Counties as per our conversation of February 11.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

Att.

NOTED
J. F. HAGEMANN

January 30, 1953

NOTED
Harold C. Ayers

Linn County Court

Albany, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the projects in Linn County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Linn County, this will be approximately $18,600 and will be covered by an agreement, at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

NOTED
J. W. CATTRALL

JFH:MM
Att.

7ao569+3

LINN COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $93,000
1955 - $93,000

PROPOSED PROJECTS:

1954 - FAS 569 from the existing bituminous surface near Oak Creek to the existing bituminous surface near Plainview, a distance of approximately 5.1 miles. Place binder course and 20' wide 0-11. Estimated cost - $36,000.

FAS 570 from the existing bituminous surface near Kingston to the existing bituminous surface near Scio, a distance of approximately 4.8 miles. Place binder course and 2"X20' asphaltic concrete. Estimated cost - $68,000.

1955 - To be selected at later date.

REMARKS: The county wishes to confine these projects to one year's allocation of FAS funds. If cost exceeds this amount, as it is presently estimated to do, the county will furnish the balance of the required funds. If our present estimate holds up, the additional county funds required will be approximately $11,000.

S-150(1) Friend-Dufur Sec., Friend 1953
Co. Road
#3989

RECEIVED

FOR FILING

4703

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11th, 1953

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

In regard to Assignment #4307, I have talked to Judge Webber of Wasco County and made an inspection of the Friend-Dufur secondary project.

This road had a limited amount of surfacing on it, and Wasco County added more pit-run surfacing from a weathered basaltic quarry which they had been using adjacent to the road. The contract called for further reinforcement by the placing of four inches of bottom course base of 1½-inch size with two inches of 3/4"-0 top course base. The small size top course base was to key up the pit-run subbase which the County was to place.

The resident engineer advised that a scalping screen was used according to specifications, and there was a considerable amount of what appeared to be reject material spread around the plant site. On account of the nature of the quarry there must have been some decomposed and clayey material in the pit-run surfacing which the County placed on the road, but there was no indication there was anything particularly the matter except the amount of log hauling which took place before the oil had a chance to cure.

Judge Webber advised that he would see that a load limit was placed on the road at the time of the spring breakup, and I recommend that it be resealed next spring. Judge Webber thought we should allocate State funds to reseal it, but if we had no funds, he said he thought the County could provide the funds.

Very truly yours,

H. G. Smith
Construction Engineer

1953

HGS:AR

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1953

Date: **December 4, 1953** ASSIGNMENT No. 4723
By

Description: **Letter of November 27 from Wasco County, JWC's acknowledgment of December 3, his letter of December 3 to WCW; all re report on Friend Road which was improved by FAS project during summer of 1953**

Acknowledged by - - - - - Referred to - - - - Cooper - - - - - -

xx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for - - - - - - - - - - - - - - - - - signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 12-11-53 Report received - - - - - - -
me

Remarks: **Please have a close inspection made of this road. Get some samples of the base material to see if excess clay, etc.**
WCW

SE RETURN TO
C. WILLIAMS

NOTE
W. C. WILLIAMS

asco County
oved by an
FAS project during

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

FORM E-90 25M 9-51 66315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Attached is a letter from Judge Webber of Wasco County containing a report on the Friend Road which was improved by an FAS project during the summer of 1953.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

FORM E-123X 37,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 3, 1953

Honorable Ward R. Webber
Wasco County Judge
Court House
The Dalles, Oregon

Dear Judge:

I wish to acknowledge receipt of your letter of November 27th which contains an inspection report on the Friend Road. I have checked into all the laboratory reports in connection with this project and found that all materials were satisfactory; however, your letter indicates the road is in a very undesirable condition so I am referring your letter to the State Highway Engineer.

Very truly yours,

JWC

John W. Cattrall
Engineer, County and City Relations

JWC:MM

WASCO COUNTY
COUNTY COURT
THE DALLES, OREGON

WARD R. WEBBER
JUDGE

S. M. HIX
COMMISSIONER

VERNON L. OBRIST
COMMISSIONER

November 27, 1953

RECEIVED
NOV 30 1953
ENGINEER
COUNTY & CITY RELATIONS

✓

Mr. John W. Cattrall
City-County Relations Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

Wasco County employed an engineer with many years of experience in paving to make an inspection and report on the Friend road - F.A.S. 565 Proj. S-150 (1). The following is a copy of his report verbatim:

> " Persuant to your request, I have inspected the "Friend Market Road" running from The Dalles-California Highway near Mile Post No. 24 to Friend.
>
> I walked over a good portion of this road and found many sections with alligator cracks and signs of failure. Starting at The Dalles-California Highway, there were numerous breaks on the 3000 foot section near the Highway. Some sections where the alligator cracks occur. The break was circular and 36" or more inches in diameter. Some failures were 24" to 36" wide and running longitudinally a distance of 50 to 75 feet. This condition was possibly caused by excessive sprinkling on a base or sub-base containing an excess of clay. Beyond this point, there are sections that seem to be in good shape. And just as many sections that show signs of failure. The sections that were redressed with plant mix seem to be holding. There are no breaks, at least. There are some high ridges or longitudinal rolls in the surface which would indicate soft ground and movement under the roller. Those failures came before the heavy rain or freezing weather.
>
> With these numerous breaks and cracks in the oil surface and the rain water draining into the soft base, a heavy freeze could wreck this road completely."

R

John W. Cattrall - 11-27-53 - page 2.

Based on the above report, it looks like all we can do is pray for an open winter. Should we get a winter with alternate freezing and thawing, we are afraid a good share of the road will be gone by spring.

Very truly yours,

WASCO COUNTY COURT

By W.R. Webber
Ward R. Webber
County Judge

RECEIVED
[illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

5-150(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 23, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3989	4-final	J. N. CONLEY

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22613	R-80791	$ 2,186.34	11/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Sep. 11, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-24-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV [illegible] 1953

11-24-53

RECEIVED
NOV 12 1953
FOR FILING

November 12, 1953

General Casualty Company of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3989 for work performed on the Friend-Dufur Junction Section of the Friend Road in Wasco County was completed by the contractor, J. N. Conley, on September 11 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $2,186.34 will be released to the contractor on or after November 23, 1953. The total contract amount is $72,877.95 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

11-12-53

RECEIVED
NOV 12 1953
FOR FILING

6

November 12, 1953

General Casualty Company of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3989 for work performed on the Friend-Dufur Junction Section of the Friend Road in Wasco County was completed by the contractor, J. N. Conley, on September 11 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $2,186.34 will be released to the contractor on or after November 23, 1953. The total contract amount is $72,877.95 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD
11-12-53

Form PR 2 (Revised 1950)

C. No. 1011

State Oregon

Federal Aid Secondary

Project No. S-150(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 10th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-six thousand, two hundred and 00/100 dollars ($46,200.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources Cash deposited by Wasco County with the Highway Department.
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+51 in the NW 1/4, Section 34, T. 2 S., R. 13 E., W.M., and survey station 306+00 on the south boundary of Section 35, T. 2 S., R. 12 E., W.M., without exception,

, length 5.785 miles, in Wasco County, being Oregon Federal Aid / Secondary project No. S-150(1), consisting of 5.785 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED
OCT 28 1953

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-six thousand, two hundred and 00/100 dollars ($46,200.00), which does not exceed the authorized Federal pro rata share of eighty-one thousand, seven hundred sixteen and 80/100 dollars ($81,716.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M. A. McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

Attest
asst. SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By W L Lynch
Division Engineer,
Bureau of Public Roads.

OCT 27 1953

OREGON NOV 2 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-150 (1)

FRIEND-DUFUR JUNCTION SECTION

OF THE FRIEND ROAD IN WASCO COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231
Roadway (Sta. 0+51 to Sta. 306+00) (Contract No. 3982)

100	hrs.	Blade Grader	$ 10.50	$ 1,050.00
12,600	cu. yds.	1½" - 0 Rock in Base	2.20	27,720.00
5,800	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.40	13,920.00
460	M-gal.	Sprinkling	3.80	1,748.00
3,500	cu. yds.	Furnishing and Placing Aggregates	3.90	13,650.00
280	tons	Furnishing and Placing 150-200 Asphalt	45.00	12,600.00
80	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	3,600.00
			Subtotal	$74,288.00
			10% Engr. & Cont.	7,428.80
			Total	$81,716.80

Length of Roadway	5.785 Miles
Cost per Mile	$14,125.63

Federal Funds	$46,200.00
State Funds	15,400.00
County Funds	20,116.80
	$81,716.80

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-150 (1)

FRIEND-DUFUR JUNCTION SECTION
OF THE FRIEND ROAD IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 4, 1953

Type Code 5231
Roadway (Sta. 0+51 to Sta. 306+00)

100	hours	Blade Grader	$11.00	$ 1,100.00
12,600	cu. yds.	1½" - 0 Rock in Base	2.25	28,350.00
5,800	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.50	14,500.00
460	M-gals.	Sprinkling	3.00	1,380.00
3,500	cu. yds.	Furnishing and Placing Aggregates	3.75	13,125.00
280	tons	Furnishing and Placing 150-200 Asphalt	40.00	11,200.00
80	tons	Furnishing and Placing RS-1 Emulsified Asphalt	43.00	3,440.00
			Subtotal	$73,095.00
			10% Engr. & Cont.	7,309.50
			Total	$80,404.50

Length of Roadway	5.785 Miles
Cost per Mile	$13,898.78

Federal Funds- -	$46,200.00
State Funds- -	15,400.00
County Funds -	18,804.50
	$80,404.50

RECEIVED
OCT 9 1953
FOR FILING

[illegible]

[illegible]

October 8, 1953

General Casualty Company of America
Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J.W. Conley on contract No. 3989, covering grading and paving on the Friend-Dufur Junction Section of the Friend Road in Wasco County. This payment, in the amount of $3,642.96 will be released to the contractor on or after October 19, 1953. The retained percentage is $2,186.34.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FH

cc - General Casualty Company of America
General Insurance Bldg.
Seattle 5, Washington
Attn: Surety Department

NOTED ON CARD

10-8-53

S-15(1)

3759

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1953

SUBJECT:

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Dear Sir:

Pursuant to your instructions I have made an inspection of the Friend-Dufur Junction oiling job in Wasco County.

The job has a good appearance, is smooth riding, and is a very good 0-11 oil mat. The job is well cured and tight with no defects showing at the present time. A few patches have been laid by one of our paving crews in places where it appeared that weaknesses might develop, however, there is no actual sign of breakage anywhere on the section. The job was surfaced by the County, approximately 8-inches of pit run base being placed. Under the Conley contract the pit run was covered with a 1¼-0 and 3/4-0 material, standard 0-11 laid on top of the base. Part of the roadway is across sloping basalt tables with the grade being laid fairly close to the rock. During wet weather it is probable that water seeping along the top of the rock strata will soften the subgrade with possible failures, particularly as the road is carrying log truck traffic. However, I find no fault with the work done by the State.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc John Cattrall

RECEIVED
SEP 28 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

[illegible]

[illegible]

September 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 11, 1953 on Contract No. 3909, Friend-Dufur Junction Section in Wasco County, in connection with Federal Aid Project No. S-150 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

Form E-1—10M

S-150(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 12, 1953

Section Friend - Dufur Jct.

Kind of work Grading & Oil Mat. Surfacing

Highway Friend County Road

Section prefix 533- 1037

Contractor J. N. Conley

Contract number ~~5960~~ 3989

Date of contract July 2, 1953

Date of completion Sept 30, 1953

Date work started July 16, 1953

Estimated date of completion Sept 11, 1953

Amount of contract $ 77,630.96

Per cent of time elapsed 79 %

Estimated cost of completed project, exclusive of engineering $77,400.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date $ 1782.75, 29 %

Date project was completed Sept 11, 1953, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor: Contractor finished project Friday. Has sone cleaning around crusher to do next week. He plans to store crusher plant near site till after next highw highway letting of contracts.

NOTED
[illegible]

NOTED
B. A. MARTIN

NOTED
H. G. SMITH

NOTED
FORREST COOPE

[illegible]

Signed Resident Engineer

Address Box 420 The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.78	5.78	5.78		
Miles partially completed	5.78	5.78	5.78		
Miles completed	5.78	5.78	5.78		
Total estimated quantities	100 hr	18,400	3500 Agg. 360 Tons		
Estimated quantities moved or placed to date	70.5 hr.	17264	3750 Agg. 341 tons		
Average daily quantities					
Average daily quantities necessary to complete project on time	Complete	Complete	Complete		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			1		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

R

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53
FOR FILING

FORM E-30 25M 9-51
S-150(1)

3989

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 24, 1953

To:
Mr. W. E. Chandler
Division Engineer
State Highway Department
1290 Wall Street
Bend, Oregon

SUBJECT:

NOTED
W. C. WILLIAMS

Dear Sir:

The Subcontract between J. N. Conley and Babler Bros. Inc., covering the placing of Item 5 and all of Items 6 and 7, on the Friend-Dufur Junction Contract No. 3989, Oregon S-150(1), is approved and you may so inform the interested parties.

Two copies of the Subcontract are returned herewith.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc W. C. Williams
2-Polk, C. G.

RECEIVED
JUL 27 1953
FOR FILING

July 24, 1953

Mr. J. N. Conley
4332 NE Royal Court
Portland 13
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3989, which was awarded to you on July 2, 1953 by the State Highway Commission, covering grading and oil mat surfacing on the Friend-Dufur Junction Section of the Friend Road in Wasco County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
JUL [illegible] 1953
FOR FILING

S-150(1)

3939

July 20, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 16, 1953 on Contract No. 3939, Friend-Dufur Section of the Friend County Road in Wasco County, in connection with Federal Aid Project No. S-150 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
JUL 8 1953
FOR FILING

3-150(1)

3971

July 3, 1953

County Court of Wasco County
Court House
The Dalles, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Wasco County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Wasco County covering the Friend-Dufur Section of the Friend County Road, FAS 565.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

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JUL [illegible] 53
FOR FILING

3147

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
July 3, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three fully executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Wasco County covering the Friend-Dufur Section of the Friend County Road, FAS 565.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Wasco County Court.

Yours very truly,

Secretary

rn
Attach: 6

REFERRED TO
BY SECRETARY

FORM E-90 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Herewith three copies of a finance agreement signed by the Wasco County Court covering the Friend-Dufur Section of the Friend County Road, FAS 565, in Wasco County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-25-53

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
H B Glaisyer
Secretary J.Q.

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80 37,900 4-52 10000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Enclosed are seven copies of a maintenance agreement executed by Wasco County in connection with the Friend-Dufur section of the Friend County Road, FAS 565. This agreement is now ready for presentation to the Highway Commission.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

RECEIVED
JUN 12 1953
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. C. WILLIAMS

AUTHORIZED BY HIGHWAY COMMISSION

DATE ______________________

______________________ Secretary

Bids are to be received on this job
June 25. 1953
F Query

RECEIVED
FOR FILING

FORM E-30 27,500 4-52

5-15-(1)
2789

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

L

We have received this date an advance deposit from Wasco County of $22,000 in connection with the Friend-Dufur Junction section of the Friend County Road. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM

cc: S. H. Probert

RECEIVED
JUL 2 1953
STATE HIGHWAY ENGINEER

RECEIVED
1953
FOR FILING

2-150(1)

3989

July 2, 1953

Mr. J. E. Conley
4352 S. W. Royal Court
Portland, Oregon

Dear Mr. Conley:

The State Highway Commission on June 25th accepted your proposal for grading and oiling on the Friend-Dufur Section of the Friend County Road in Wasco County for the sum of $74,288.00, and on the same day awarded Contract No. 3989 to you subject to concurrence from the Bureau of Public Roads and provisions made by Wasco County for the deposit of $22,000.00. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telephonic notice of award to you of this afternoon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. H. Franzwa
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis
Mr. G. W. Head

agenda
for confirmation

RECEIVED
FOR FILING

OREGON DISTRICT
S-150 (1)
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 2, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-150 (1), Friend-Dufur Junction Section of the Friend Road in Wasco County, to J. N. Conley of Portland, Oregon, low bidder in the amount of $74,288.00 at the June 25, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUL [illegible] 1953
FOR FILING
S 150.(1)
3989

July 2, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling on the Friend-Dufur Section of the Friend County Road in Wasco County, Project S-150 (1), to J. H. Conley of Portland, Oregon, on the basis of the bid of $74,288 submitted on June 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED
JUL 3 1953
FOR FILING

S 15 (1)

2987

July 2, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling on the Friend-Dufur Section of the Friend County Road in Wasco County, Project S-150 (1), to J. N. Conley of Portland, Oregon, on the basis of the bid of $74,288 submitted on June 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

S 150(1)

[illegible]

June 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map dated May, 1953, for Oregon FAS-150, Friend-Dufur Junction, on approved FAS Route No. 865 in Wasco County, is approved.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

RECEIVED
JUN 16 1953
OFFICE
STATE HIGHWAY ENGINEER

FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-150(1), Friend-Dufur Junction Section of the Friend County road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions executed by the County Court prior to the project agreement stage.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

S-130(1) Mikkalo-Olex Jct. and Condon 1953
S-131(1) Jct.-Lost Valley Rd. Secs. of
#3990 the Mikkalo & Lone Rock Roads.

NOTED
V. R. JONES

May 7, 1954

Gilliam County Court
Court House
Condon, Oregon

FAS 440
FAS 441

Form A-150 10M 12-52

RECEIVED
MAY 11 1954
ENGINEER
COUN... ...TIONS

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Gilliam County

Condon, Oregon

Contract 3990
S-130(1) & S-131(1)

Attn: County Court

Invoice No. 33188

Date May 10, 1954

Your Req. No.

Billing Request No. CC 79

Credit distribution: 511-1017-297

Final billing county share total cost of Mikallo & Condon Junction-Lost Valley County FAS projects, Gilliam County.

Covered by agreement dated June, 1953 which provides countywill pay 50% of difference between total cost and federal funds collected for this project.

Initial deposit	5,400.00		
Partial transfer	4,800.00		
Balance advance deposit			600.00
Total cost of project	25,635.35		
Federal government cooperation	15,842.00		
Balance	9,793.35		
County share - 50%		4,896.68	
Credit for partial transfer		4,800.00	
Balance due from county			96.68
~~To be refunded~~			~~$503.32~~

NOTED
J. F. HAGEMANN

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________

NOTED
V. R. JONES

[illegible]

May 7, 1954

Gilliam County Court
Court House
Condon, Oregon

FAS 440
FAS 441

Gentlemen:

Final costs are now available for the Mikkalo and Condon Junction-Lost Valley County FAS oiling projects and a settlement of the County's share of the total cost can now be made. The final costs and the County's share of these costs are as follows:

Final Costs

Contract Items	$24,579.28
Construction Engineering	1,056.07
Total............	$25,635.35

County's Share as per Agreement
(50% of total costs less federal funds collected)

Final Total Costs	$25,635.35
Less Federal Funds Collected	15,842.00
	$ 9,793.35

1/2 of $9,793.35 = $4,896.68

Refund Due County

County Advance Deposit	$ 5,400.00
Less County Share of Costs	4,896.68
Total Refund......	$ 503.32

A check in the amount of $503.32 will be forwarded and you should receive it within a week's period. If you have any question on this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
FOR FILING
5-151(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 15, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3990	2-final	RUSSELL OLSON CONSTRUCTION CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20265	R-78452	$ 810.13	10/15/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1953

Time Extensions: None

Completion Date: July 21, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query

Warrant Mailed: OCT 19 1953
A. A. Wicklander

10-19-53

RECEIVED
OCT 7 1953
FOR FILING

S-130(1)
S-131(1)
3990

October 6, 1953

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3990 for work performed on the Mikkalo-Clem Junction & Condon Jct.-Lost Valley Road Section of the Mikkalo & Lone Rock Roads in Gilliam County was completed by the contractor, Russell Olson Construction Co., on July 21, 1953 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $810.13 will be released to the contractor on or after October 16, 1953. The total contract amount is $24,579.28, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn

cc - Peerless Casualty Company
M. B. Waterbury
917 Board of Trade Bldg.,
Portland 4, Oregon

NOTED ON CARD
10-6-53

CPR8

Form PR 2 (Revised 1950)

S-121(1)

State Oregon

Federal Aid Secondary

Project No. S-130(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of March, 1953, a program, which was approved on the 27th day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four thousand, five hundred and 00/100 dollars ($4,500.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Gilliam County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+10 in the SE 1/4 Section 21, T-1-S, R-21-E, W.M. and survey station 117+00 in the NE 1/4, Section 19, T-1-S, R-21-E, W.M., without exception, , length 2.214 miles, in Gilliam County, being Oregon Federal Aid / Secondary project No. S-130(1), consisting of 2.214 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads:

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four thousand, five hundred and 00/100 dollars ($4,500.00), which does not exceed the authorized Federal pro rata share of seven thousand, three hundred forty-six and 90/100 dollars ($7,346.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing

Chapter 529, Laws 1939

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

R H Baldock

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch

Division Engineer,
Bureau of Public Roads.

SEP 25 1953

SEP 22 1953

OREGON SEP 3 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-130 (1)

MIKKALO-CLEM JUNCTION SECTION

OF THE MIKKALO ROAD IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 4, 1953

Type Code 3210
Roadway (Sta. 0+10 to Sta. 117+00)

2.22	miles	Preparation of Base	$250.00	$ 555.00
300	cu. yds.	Hauling and Placing 1¼" - 0 Material in Binder Course	1.50	450.00
40	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	47.00	1,880.00
720	cu. yds.	Hauling and Placing Aggregates	1.75	1,260.00
70	tons	Furnishing and Placing 150-200 Asphalt	44.00	3,080.00
50	M-gals.	Sprinkling	3.00	150.00
			Subtotal	$7,375.00
			10% Engr. & Cont.	737.50
			Total	$8,112.50

Length of Roadway	2.214 Miles
Cost per Mile	$3,664.18

Federal Funds	$4,800.00
State Funds	1,600.00
County Funds	1,712.50
	$8,112.50

CPR8

Form PR 2 (Revised 1950)

State **Oregon**

Project No. **S-131(1)**

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

S-131(1)

3999

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of March, 1953, a program, which was approved on the 27th day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of eleven thousand, seven hundred and 00/100 dollars ($11,700.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

R-4

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources **Cash deposited by Gilliam County with the Highway Department**

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 0+00 in the SE 1/4, Section 17, T-4-S, R-22-E, W.M. and survey station 318+27 in the SE 1/4, Section 36, T-4-S, R-22-E, W.M., without exception,** length **6.028** miles, in **Gilliam** County, being **Oregon Federal Aid/ Secondary** project No. **S-131(1)**, consisting of **6.028** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

eleven thousand, seven hundred and 00/100

dollars ($11,700.00), which does not exceed the authorized Federal pro rata share of

eighteen thousand, eight hundred ninety-six and 90/100

dollars ($18,896.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

SEP 25 1953

SEP 22 1953

SEP 3 1953
OREGON DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. S-131 (1)

CONDON JUNCTION-LOST VALLEY ROAD SECTION

OF THE LONEROCK ROAD IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1953

Type Code 3210
Roadway (Sta. 0/00 to Sta. 318/27) (Contract No. 3990)

6.03	miles	Preparation of Base	$200.00	$ 1,206.00
630	cu. yds.	Hauling and Placing 3/4" - 0 Material in Binder Course	1.60	1,008.00
100	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	42.50	4,250.00
1,960	cu. yds.	Hauling and Placing Aggregates	1.50	2,940.00
190	tons	Furnishing and Placing 150-200 Asphalt	40.00	7,600.00
50	M-gal.	Sprinkling	3.50	175.00
			Subtotal	$17,179.00
			10% Engr. & Cont.	1,717.90
			Total	$18,896.90

Length of Roadway	6.028 miles
Cost per Mile	$3,134.85

Federal Funds- -$11,700.00
State Funds- 3,598.45
County Funds - 3,598.45

$18,896.90

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-131 (1)

CONDON JUNCTION-LOST VALLEY ROAD SECTION

OF THE LONEROCK ROAD IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 4, 1953

Type Code 3210
Roadway (Sta. 0+00 to Sta. 318+27)

6.03	miles	Preparation of Base	$250.00	$ 1,507.50
630	cu. yds.	Hauling and Placing 3/4" - 0 Material in Binder Course	1.50	945.00
100	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	47.00	4,700.00
1,960	cu. yds.	Hauling and Placing Aggregates	1.75	3,430.00
190	tons	Furnishing and Placing 150-200 Asphalt	44.00	8,360.00
50	M-gals.	Sprinkling	3.00	150.00
		Subtotal		$19,092.50
		10% Engr. & Cont.		1,909.25
		Total		$21,001.75

Length of Roadway	6.028 Miles
Cost per Mile	$3,484.03

Federal Funds- -	$13,000.00
State Funds- -	4,000.87
County Funds -	4,000.88
	$21,001.75

RECEIVED
AUG 24 1953
FOR FILING

S-130(1)
S-131(1)
[illegible]

August 21, 1953

Peerless Casualty Co.
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co. in connection with contract No. 3990, for surfacing on the Mikkalo-Olex Junction and Condon Junction-Lost Valley Road Sections of the Mikkalo and Lone Rock Roads in Gilliam County.

This payment, in the amount of $23,769.15, will be released to the contractor on or after August 31, 1953. The retained percentage is $735.13.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. M. B. Waterbury
917 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
8-21-53 gl

NOTED
J. W. CATTRALL

August 18, 1953

NOTED
Harold C. Ayers

Gilliam County Court
Court House
Condon, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 3990 for the Mikkalo-Olex Junction project of the Mikkalo Road, FAS 440, in Gilliam County was completed on July 21, 1953. Also, the Condon Junction-Lost Valley Road Section of the Lonerock Road, FAS 441, in Gilliam County was completed on the same date.

Under the terms of the maintenance agreements, for both projects, signed by the County on June 13, 1953 and by the Highway Commission on June 26, 1953, the County now assumes maintenance of and continues jurisdiction over the above projects as of the date of completion, July 21, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM

441

RECEIVED
FOR FILING

S-130(1)
S 131(1)
3990

August 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 21, 1953 on Contract No. 3990, Mikkalo-Olex Junction & Condon Junction-Lost Valley Road Section in Gilliam County, in connection with Federal Aid Project No. S-130 (1), S-131 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DDP:tp

cc: John Cottrell

James Ogilvy

GILLIAM
COUNTY
CLERK

CONDON OREGON

Jas. D. Burns: Judge
Frank H. Weatherford
Chas. W. Quinn
Commissioners

NOTED
A. F. Parson

NOTED
C. D. CANNON

August 3, 1953

NOTED
J. W. CATTRALL

Mr. E. G. Bickmore
Assistant Division Engineer
State Highway Department
LaGrande, Oregon

NOTED

Dear Mr. Bickmore:

This is to advise you that the Oiling of the Mikkalo and the Lonerock roads in Gilliam County, Oregon, under the FAS program has been completed, and is approved by the Gilliam County Court.

This will be your authority to pay the contractor for the work done on the two above mentioned roads.

The court has requested that I write to you, of the acceptance of the work done on the Mikkalo and Lonerock roads in Gilliam County.

Very truly yours

Gilliam County Court

By James Ogilvy
James Ogilvy, Clerk

RECEIVED
AUG 4 1953
DIVISION OFFICE
LA GRANDE

Form E-1-5M-4-17

3-12(1)
3-11(1)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Section: Mikkalo - Olex Junction / Condon Jct. - Lost Valley Road
Highway: Mikkalo & Lone Rock County Road
Contractor: Russell Olsen Construction Co.
Date of contract: July 2, 1953
Date work started: July 10, 1953
Amount of contract: $23,858.00

For Week Ending: July 24, 1953
Kind of work: Oil Mat Surfacing
Section prefix: 511-1017
Contract number: 3990
Date of completion: Sept. 15, 1953
Estimated date of completion: July 31, 1953
Per cent of time elapsed: 30 %

Estimated cost of completed project, exclusive of engineering: $24,504.28
Per cent of contract completed, based on total contract price: 100 %
Engineering cost to date, $700.00, 37 %
Date project was completed: 7 - 21, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the project this week and all that remains for the final completion is the inspection by the County Court and the Division Engineer.

The project as a whole came out very well, however a couple of soft spots developed on the Condon Junction - Lost Valey Road Unit. These were dug out and replaced and it is hoped that they will stand up. These places were in the subgrade and I understand the County attempted to eliminate them in the grading as they were known previously to them. The entire roadway was not as good on this unit as on the Mikkalo Unit however it is believed that both sections will be satisfactory. The Oil mat was completed Tuesday of this week and brooming continued the ballance of the week. Wheat hauling is in progress in this area at the present time. The Semi-final estimate is completed and will be sent in as soon as the final inspection is made.

NOTED
FORREST COOPER

NOTED
H. G. SMITH

Signed John Walker Resident Engineer
Address Boardman, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
iles in project				8.25	
iles partially completed				8.25	
iles completed				8.25	
otal estimated quantities				3,568 CY	
stimated quantities moved or placed to date				3,568 CY	
verage daily quantities				500 CY	
verage daily quantities necessary to complete project on time				--	
umber shifts per day				1	
Hours per shift				Variable	
Average force on project for week				15	

ercentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 5 Dump Trucks, 1 Distrubrutor ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

STATE PRINTING DEPT.

ECEIVED
JUL 27 1953
FOR FILING

S-130(1)
S-131(1)
3990

July 24, 1953

Russell Olson Construction Company
145 SE First Street
Pendleton
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3990, which was awarded to you on July 2, 1953 by the State Highway Commission, covering oil mat surfacing on the Mikkalo-Olex Junction and Condon Junction-Lost Valley Road Section of the Mikkalo and Lone Rock Roads in Gilliam County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
JUL 20 1953
FOR FILING

S-130(1)
S-131(1)
3990

July 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 10, 1953 on Contract No. 3990, Mikkalo-Olex Junction & Condon Junction-Lost Valley Section, in connection with Federal Aid Project No. S-130 (1), S-131 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

Form A-150 10M 12-52

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. [illegible]

Date July 6, 1953

Your Req. No.

Billing Request No. CC 50

Credit distribution: 511-1017-297

Gilliam County

Condon, Oregon

Attn: County Court

Partial transfer county share of total costs
Mikkalo and Condon Jct. - Lost Valley Road projects, Gilliam County
Agreement dated June 1953.
The total deposit is $5,400 of which $600 is to remain in the advance deposit fund.

Advance Deposits	5,400.00
Partial transfer of Gilliam County's advance deposit in connection with the Mikkalo and Condon Junction-Lost Valley Road FAS projects.	4,800.00
To be retained	$ 600.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

JFH:MM

NOTED
Harold C. Ayers

July 2, 1953

NOTED
J. W. CATTRALL

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit in the amount of $5,400 in connection with the Mikkalo and Condon Junction-Lost Valley Road FAS projects. A contract will be signed immediately and a copy forwarded you under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
[illegible]

Salem, Oregon
July 2, 1953

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

We have received this date an advance deposit of $5,400 from Gilliam County in connection with the Mikkalo and Condon Junction-Lost Valley Road FAS projects. This job is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: S. H. Probert

NOTED
Harold C. Ayers

June 29, 1953

Gilliam County Court
Courthouse
Condon, Oregon

Gentlemen:

On June 26th the Highway Commission received a satisfactory bid from the Olson Construction Co. of Pendleton for the oiling of the Mikkalo and Condon Junction-Lost Valley Road Sections of FAS 440 and 441. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Mikkalo Section	
Bid Items	$ 6,679.00
12-1/2% Engineering and Contingencies	834.88
Estimated Total Cost	$ 7,513.88
Advance Deposit of 20%....	$ 1,500.00

Condon Junction-Lost Valley Road Section	
Bid Items	$17,179.00
12-1/2% Engineering and Contingencies	2,147.37
Estimated Total Cost	$19,326.37
Advance Deposit of 20%....	$ 3,900.00

The deposit may be made by warrant or check in the amount of $5,400 or by two warrants or checks in the amount of $1,500 and $3,900, whichever you prefer. Make the warrant or check payable to the Oregon State Highway Commission and forward same to this office. Upon receipt of said deposit a contract will be awarded.

Based on the above estimates, Gilliam County will have approximately a balance of $3,000 to add to the fiscal year 1955 FAS funds available next calendar year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

[illegible]VED
[illegible] 1953
FOR FILING

S-13-11
S-1[illegible]
[illegible]

Files

MISC. CONTRACTS and
AGREEMENTS No. 1986

Salem, Oregon
July 3, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three fully executed copies and two unexecuted copies each of two Maintenance Agreements and one unexecuted copy each of two Finance Agreements with Gilliam County covering the following projects:

1. Mikkalo-Olex Junction Section, Mikkalo County Road, FAS 440.
2. Condon Junction-Lost Valley Road Section of the Lonerock County Road, FAS 441.

The original of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Gilliam County.

Yours very truly,

Secretary

rn
Attach: 12

FORM E-30 37,500 4-52 96308

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

RED TO
Glaisyer

L

Herewith three copies of a finance agreement signed by the Gilliam County Court covering the Condon Junction-Lost Valley Road Section of the Lonerock County Road, FAS 441, in Gilliam County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-26-53

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
H B Glaisyer
Secretary F. Q

RECEIVED
JUN 19 1953

FORM E-90 37,000 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

L

Attached are seven copies of a maintenance agreement signed by the Gilliam County Court covering the Condon Junction-Lost Valley Road Section of the Lonerock County Road, FAS 441, in Gilliam County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids are to be received 6-26-53 for this job.
F. Query

RECEIVED
JUL 6 1953
FOR FILING

S-130(1)
S-131(1)
3990

July 3, 1953

County Court of Gilliam County
Court House
Condon, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Gilliam County one fully executed copy each of two Maintenance Agreements two Finance Agreements between the State Highway Commission and Gilliam County covering the following projects:

1. Mikkalo-Olex Junction Section, Mikkalo County Road, FAS 440.

2. Condon Junction-Lost Valley Road Section of the Lonerock County Road, FAS 441.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 4

RECEIVED
JUL 9 1953
FOR FILING

Files

MISC. CONTRACTS and
AGREEMENTS No. 1425

S-130(1)
-131(1)
3790

Salem, Oregon
July 3, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three fully executed copies and two unexecuted copies each of two Maintenance Agreements and one unexecuted copy each of two Finance Agreements with Gilliam County covering the following projects:

1. Mikkalo-Olex Junction Section, Mikkalo County Road, FAS 440.
2. Condon Junction-Lost Valley Road Section of the Lonerock County Road, FAS 441.

The original of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Gilliam County.

Yours very truly,

Secretary

rn
Attach: 12

FORM E-90 37,900 4-52 56808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

ROUTED TO
Glaisyer

Herewith three copies of a finance agreement signed by the Gilliam County Court covering the Mikkalo-Olex Junction Section of the Mikkalo County Road, FAS 440, in Gilliam County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-26-53
F Query

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
H B Glaisyer
Secretary F.Q.

RECEIVED
JUN 19 1953

FORM E-90 37,000 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1953

REFERRED TO
Glaisyer
By Asst. Chief Engineer

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

Attached are seven copies of a maintenance agreement signed by the Gilliam County Court covering the Mikkalo-Olex Junction Section of the Mikkalo County Road, FAS 440, in Gilliam County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids are to be received 6-26-53 for this job.
F. Query

RECEIVED
[illegible] 1953
FOR FILING

5-13[illegible]
5-13[illegible]
3990

R

July 2, 1953

Russell Olsen Construction Co.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on June 26th accepted your proposal for oiling work on the Mikkalo-Olex Junction and Condon Junction-Lost Valley Road Sections of the Mikkalo and Lone Rock Roads in Gilliam County for the sum of $23,[illegible]58, and on the same day awarded Contract No. 3990 to subject to concurrence from the Bureau of Public Roads and provisions made by Gilliam County for the deposit of $5,400. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rt

cc - Mr. [illegible] Franzen
Mr. H. C. Smith
Mr. [illegible] H. Probert
Mrs. Goldie Lewis

RECEIVED

DEPARTMENT OF COMMERCE

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 2, 1953
2:00 a.m.

Russell Olsen Construction Co.
Pendleton, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Mikkalo-Olex Junction and Condon Junction-Lost Valley Road Sections of Mikkalo and Lone Rock Roads in Gilliam County for which you submitted low bid on June 26. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

C. G. POLK
District Engineer

RECEIVED
FOR FILING
OREGON DISTRICT

S 130(1)
131(1)
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 2, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-131(1), Condon Junction-Lost Valley Road Section of the Lone Rock Road in Gilliam County, to Russell Olson Construction Company of Pendleton, Oregon, low bidder in the total amount of $23,858.00 for this project and Project S-130(1) at the June 26, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUL [illegible] 1953
FOR FILING

S-130(1)
S-131(1)
3370

July 2, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for oiling work on the Mikkalo-Olex Section of the Mikkalo County Road and the Condon Junction-Lost Valley Road Section of the Lone Rock County Road, in Gilliam County, Projects S-130 (1) and S-131 (1), to the Russell Olsen Construction Co. of Pendleton, Oregon, on the basis of the bid of $23,858 submitted on June 26, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

[illegible]
[illegible]131(1)
3770

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
OFFICE

We have received this date an advance deposit of $5,400 from Gilliam County in connection with the Mikkalo and Condon Junction-Lost Valley Road FAS projects. This job is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: S. H. Probert

ECEIVED
FOR FILING

OREGON DISTRICT
S- [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

409 STATE HIGHWAY BLDG.
SALEM, OREGON

July 2, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-130(1), Mikkalo-Olex Junction Section of the Mikkalo Road in Gilliam County, to Russell Olson Construction Company of Pendleton, Oregon, low bidder in the total amount of $23,858.00 for this project and Project S-131(1) at the June 26, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Gilliam, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 6.[illegible]3 miles of the Lonerock Road, FAS 441, highway from the Wasco-Heppner Highway southeasterly

to the Lost Valley Road

known as Condon Junction-Lost Valley Road Section, and to be designated as Oregon Project No. S-131(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 13 day of June, 19 53, and the Highway Department on the 26th day of June, 19 53.

COUNTY OF GILLIAM	OREGON STATE HIGHWAY COMMISSION
By ________ County Judge	/s/ By Ben R. Chandler As Chairman
By Franklin Weatherford County Commissioner	By ________ As Commissioner
By Chas W. Quinn County Commissioner	/s/ By M. [illegible] McIver As Commissioner
ATTEST: James Ogilvy County Clerk	/s/ ATTEST: H. B. Glaisyer Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

Form cc-30
Page 2

Oregon Project S-131(1)
FAS 441

RESOLUTION

WHEREAS, a County Road in Gilliam County, State of Oregon, known as the Lonerock County Road, is routed through the County of Gilliam, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Gilliam County, the section adopted for improvement being more particularly described as follows, to wit:

From the Wasco-Heppner Highway southeasterly to the Lost Valley Road, a distance of 6.03 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Gilliam will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Gilliam

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the **Lonerock** County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Gilliam County, Oregon, this 13 day of June 1953.

Attest:

James Ogilvy
County Clerk

By Jas. A. Burns
County Judge

By Frank M Weatherford
County Commissioner

By Chas W
County Commissioner

Form cc-12
Page 2

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Gilliam, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 2.22 miles of the Mikkalo Road, FAS 44C, ~~highway~~ from Mikkalo easterly

to the John Day Highway,

known as Mikkalo-Olex Junction Section, and to be designated as Oregon Project No. S-130(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 13 day of June, 19 53, and the Highway Department on the 26th day of June, 19 53.

COUNTY OF GILLIAM

By [illegible]
County Judge

By Frank M Weatherford
County Commissioner

By Chas W Quinn
County Commissioner

ATTEST: James Conley
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/ By Ben R. Chandler
As Chairman

By
As Commissioner

/s/ By [illegible] K. McIver
As Commissioner

/s/ ATTEST: H. B. Glaisyer
Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

Form cc-30
Page 2

Oregon Project S-130(1)
FAS 440

RESOLUTION

WHEREAS, a County Road in Gilliam County, State of Oregon, known as the Mikkalo County Road, is routed through the County of Gilliam, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Gilliam County, the section adopted for improvement being more particularly described as follows; to wit:

From Mikkalo easterly to the John Day Highway, a distance of 2.22 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Gilliam will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Gilliam

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Mikkalo County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Gilliam County, Oregon, this 13 day of June, 1953.

Attest:

James Ogilvy
County Clerk

By Jas. D. Burns
County Judge

By Frank M Weatherford
County Commissioner

By Chas W Quinn
County Commissioner

Form cc-12
Page 2

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
1953
FOR FILING
OREGON DISTRICT

June 11, 1953

S-130(1)
S-131(1)
3990

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-130(1), Mikkalo-Olex Junction Section of the Mikkalo Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions, by the County Court, prior to the project agreement stage.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

RECEIVED
1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

OK [illegible] FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

S 130(2)
S 131(1)
31-70

June 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-131(1), Condon Junction-Lost Valley Road Section of the Lone Rock Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions, executed by the County Court, prior to the project agreement stage.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

RECEIVED

FOR [illegible]NG

ORGEGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 2, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your June 1 letter advising of the proposed use of approximately 2600 cu. yds. of county-furnished crushed rock in connection with Oregon Project S-131(1), Condon Junction-Lost Valley Road Section of the Lone Rock Road in Gilliam County.

As the material is to be furnished to the contractor without charge and since Federal participation in the cost is not requested, the arrangement is considered satisfactory. Approval will, of course, be upon the condition that the material will meet the specifications that would govern if it were being used on a State project.

There would be no objection to Federal participation in the cost of hauling and placing the county-furnished rock if it is found to be satisfactory for use.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
JUN 3 - 1953
FOR FILING

June 1, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Condon Junction-Lost Valley Road Project, S-131 (1), on the Lone Rock County Road in Gilliam County.

To effect a saving in the cost of the production of crushed rock required for this project, the county has had the rock produced along with crushed rock being produced for other work. It is proposed to furnish this crushed rock (about 2,600 cu. yds.) to the contractor on Project S-131 (1) without cost and without federal participation. The rock is in stockpile close to Station 254 of the project and is of suitable sizes and quality.

If for any reason this arrangement does not meet with your approval, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

June 10, 1953

Gilliam County Court
Courthouse
Condon, Oregon

Gentlemen:

Enclosed are two copies each of two agreements covering financing, seven copies each of two maintenance agreements, seven copies each of two encroachment resolutions, and a set of plans and specifications in connection with the Mikkalo Section of FAS 440 and the Condon Junction-Lost Valley Road Section of FAS 441, which will be up for bid on June 26th.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than September 15, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolutions, and return all copies of each agreement and six copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to June 19th.

If you have any questions on this matter, contact either myself or Mr. Hagemann, Assistant County-City Relations Engineer, at Salem, 4-2171, Extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
FOR FILING

OREGON DISTRICT
S-130(1)
S-131(1)
399-

P

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 2, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your June 1 letter advising of the proposed use of approximately 1000 cu. yds. of county-furnished crushed rock in connection with Oregon Project S-130(1), Mikkalo-Olex Junction Section of the Mikkalo-Road in Gilliam County.

As the material is to be furnished to the contractor without charge and since Federal participation in the cost is not requested, the arrangement is considered satisfactory. Approval will, of course, be upon the condition that the material will meet the specifications that would govern if it were being used on a State project.

There would be no objection to Federal participation in the cost of hauling and placing the county-furnished rock if it is found to be satisfactory for use.

Very truly yours,

C. G. POLK
District Engineer

4P

RECEIVED
JUN 3 - 1953
FOR FILING

June 1, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Mikkalo-Olex Junction Project, S-130 (1), on the Mikkalo County Road in Gilliam County.

To effect a saving in the cost of the production of crushed rock required for this project, the county has had the rock produced along with crushed rock being produced for other work. It is proposed to furnish this crushed rock (about 1,000 cu. yds.) to the contractor on Project S-130 (1) without cost and without federal participation. The rock is in stockpile close to Station 114 of the project and is of suitable sizes and quality.

If for any reason this arrangement does not meet with your approval, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

IVED

OR FILING

April 22, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blueprint copies of project statement map for the Mikkalo-John Day Highway Section, Project No. FAS-130.

Very truly yours,

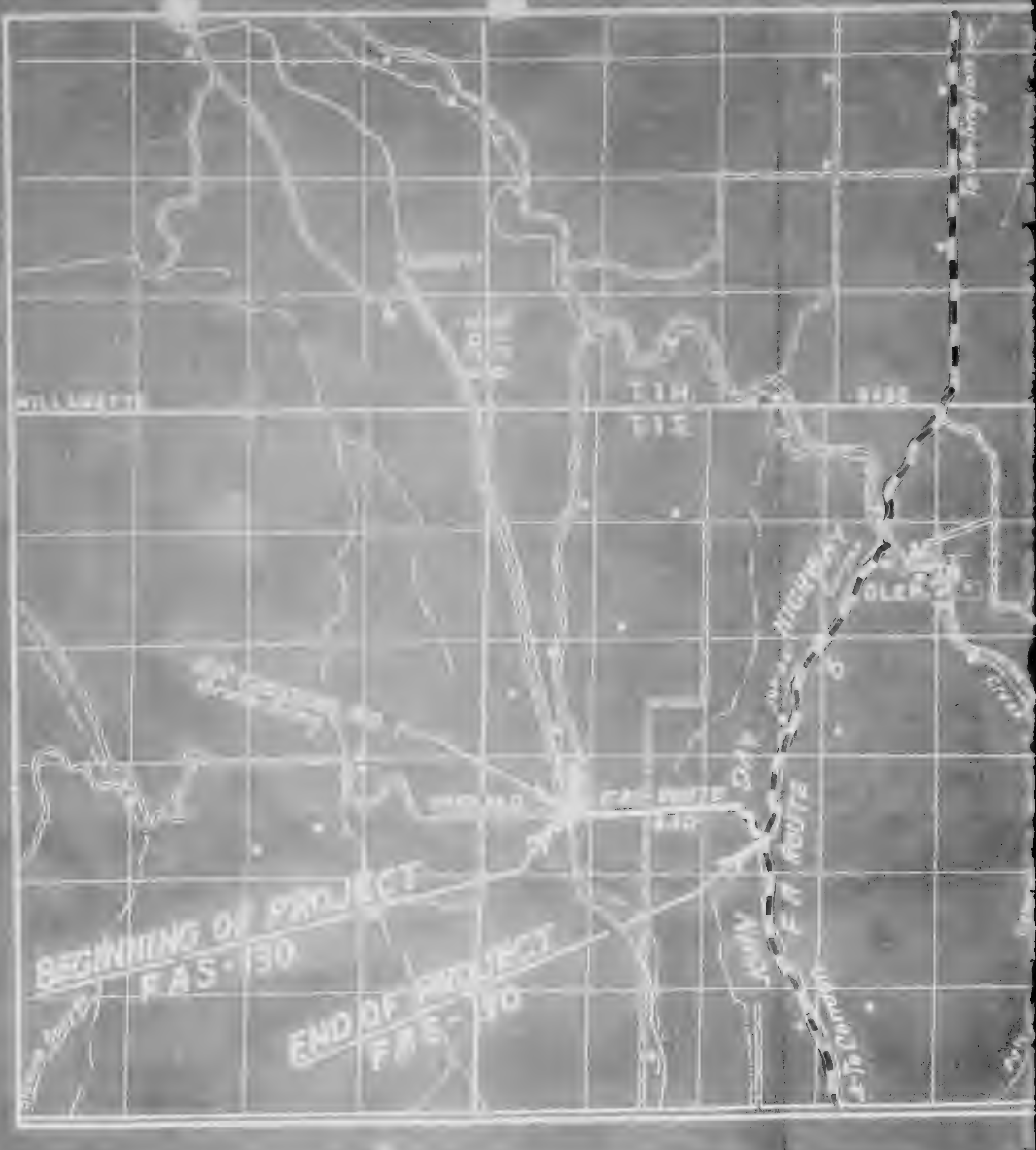
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gs

JOHN DAY HIGHWAY
JOHN
F A ROUTE


T 1 N
T 1 S
BASE
BEGINNING OF PROJECT
FAS-130
END OF PROJECT
FAS-130
HIGHWAY
FA ROUTE

NOTED
Harold C. Ayers

Salem, Oregon
May 20, 1953

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

The attached field data on the Wasco-Heppner Highway - Lost Valley Road Section of FAS 441 in Gilliam County has been examined and appears to be consistent with the project as discussed with the county and approved by the Highway Commission. The field estimate is consistent with the $22,000 of available funds. I can find nothing in this data which indicates whether or not the county has completed the required widening work on the south end of the project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

NOTED
J. F. HAGEMANN

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 1, 1953

Mr. R. H. Baldock
State Highway Engineer
138 State Highway Bldg.
Salem, Oregon

Dear Sir:

The sketch map dated March 1953 for Oregon, FAS-130, Mikkalo-John Day Highway in Gilliam County is approved today subject to the condition that the railroad grade crossing within the limits of the project be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

NOTED
J. W. CATTRALL

April 23, 1953

Mr. James Ogilvy
Gilliam County Clerk
Condon, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Reference is made to your letter of April 16 regarding oiling projects in Gilliam County. The letter of April 20 to Judge Burns from Mr. Parson, Highway Department Division Engineer, of which we received a carbon copy, answers most of the questions brought up in your letter.

The Federal Aid Secondary projects on the Lone Rock and Mikkalo Roads will be up for bid at the June Highway Commission meeting. We are unable to schedule these projects any sooner as we must wait until the oil rock has been produced for both projects by the County. It is our understanding that the County plans to begin crushing operations for the Lone Rock project the latter part of this month.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

[redacted]

cc: Mr. A. F. Parson

Tbo 440

FORM E-125 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

La Grande, Oregon
April 20, 1953

Jas. D. Burns, Judge
Gilliam County
Condon, Oregon

Honorable Judge Burns:

I am sorry if we caused you concern regarding your oiling job for this summer. I believed this had been all ironed out. As Mr. Cannon informed you on the 2nd of April, the specifications for the Lonerock and Mikkalo roads were not as yet written up, but would be in time for the May letting. It was not possible for these to be ready for the April letting. In fact the road is not yet in shape for oiling nor is the rock crushed. Mr. Bickmore, tells me that he was over this with you the past week and I hope it is all ironed out to your satisfaction now.

On the matter of an inspection for your own oiling work, I informed you on the phone the 2nd of April that we would work out something. Mr. Bickmore this last week assured you that assistance would be given.

I trust that this satisfactorily answers your letter of April 16th, to Mr. Cattrall.

The cost of an inspection for your oiling is estimated at $400.00. Will you please send a check made out to the Oregon State Highway Commission for this amount to this office in order that we can send it to Salem before the job starts. If, all this money is not used, the balance will be refunded to you. If, on the other hand costs overrun you will be billed for the balance.

Very truly yours,

AFP

A. F. Parson
Division Engineer

AFP:gb
cc - J. W. Cattrall ✓

The Judge [illegible] Bickmore [illegible] wanted to be reassured. Bickmore [illegible]

[illegible]

RECEIVED
APR 21 1953

James Ogilvy
ARLINGTON
GILLIAM
COUNTY
CLERK
CONDON OREGON

Jas. D. Burns: Judge
Frank M. Weatherford
Chas. W. Quinn
Commissioners

April 16, 1953

Mr. John W. Cattrall, Engineer, C. & C. Relations
State Highway Building
Salem, Oregon

Dear Mr. Cattrall:

The Gilliam County Court, would like to know, when the State is going to let the bids for the Oiling of the Lonerock and Mikkalo roads in Gilliam County.

The county court has let there contract for the oiling of the other roads of the county listed under there road oiling program, and this work is scheduled to begin around the 15th day of May..It was the courts understanding that the state was to let the bids on the two above mentioned roads in April, so that this would work in with the contract that the county let for the other roads.

The Court contacted Mr. Parsons in LaGrande on April 2, in regards to the State Bid, but have heard nothing in regards to the date the State will let the bids on the Mikkalo, and Lonerock roads.

The County Court also requested from Mr. Parsons, a State Engineer to supervise the oiling contract that the Court let to the Russell Olson Construction Co., and we have heard nothing in regards to having an engineer on hand when this work is in progress. The Court would like to know in regards to the above mentioned questions as soon as possible. It is the court's understanding that they will have to pay for the engineer that is to supervise the oiling project under there contract.

Will you please advise on these matters as soon as possible.

Very truly yours,
James Ogilvy
James Ogilvy, Clerk
Gilliam County

RECEIVED
APR 17 1953
ENGINEER
COUNTY [illegible]

Copies to:
J. W. Cattrall
Mr. Parsons.

Pease said D.V. will have Lonerock job in by Apr. 21. It will be up to Drafting Dept. whether they can get it ready for May letting.

NOTED
J. W. CATTRALL

Salem, Oregon
April 15, 1953

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The field data for the Mikkalo-John Day Highway FAS project in Gilliam County has been examined and appears to be consistent with the project as discussed with the county and approved by the Highway Commission.

The field data estimate is $367 more than the $8,000 programmed for this project; however, the unit prices in the estimate appear to be a little high.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: Mr. V. G. O'Neil

Fns 440

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

February 24, 1953

Mr. James Ogilvy
Gilliam County Clerk
Condon, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of February 20 advising that the County Court wishes to reduce the width of the proposed County FAS oiling project from 20' to 18'. The project will be revised accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]

NOTED
J. F. HAGEMANN

fr. 440
441

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
February 24, 1953

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer

NOTED
Harold C. Ayers

At the request of the Gilliam County Court the proposed FAS oiling project on FAS 440 and 441 in Gilliam County will be reduced from a 20' wide 0-9 with binder course to an 18' wide 0-9 with binder course. Please advise Division V accordingly.

W. C. Williams
Assistant State Highway Engineer

cc: S. H. Probert
J. W. Cattrall

NOTED
J. F. HAGEMANN

RECEIVED
FEB 27 1953
ENGINEER
COUNTY & CITY RELATIONS

Fa. 440
+ 441

Salem, Oregon
February 24, 1953

Mr. W. C. Williams
OFFICE

Attached is a copy of a letter from Mr. Ogilvy, Gilliam County Clerk, requesting revision of the Gilliam County FAS project to provide an 18' oil mat rather than 20' as originally proposed. Apparently this reduced width is requested in order to keep the preliminary preparation of the roadbed, which is to be done by county forces, at a minimum. Both roads have a traffic volume of less than 100 vehicles per day.

Enclosed is a suggested letter to Mr. H. G. Smith, Construction Engineer, notifying him of this minor change.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

NOTED
J. W. CATTRALL

James Ogilvy
ARLINGTON
GILLIAM
COUNTY
CLERK
CONDON OREGON

Jas. D. Burns: Judge
Frank M. Weatherford
Chas. W. Quinn
Commissioners

February [illegible], 1953

Mr. John W. Cattrall, Engineer C. & C. Relations
State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cattrall:

This is to advise you that Mr. E. G. Bickmore, Assistant Division Engineer, from LaGrande, Oregon was in this territory on February 19, 1953, to go over the Lonerock and Mikkalo roads with Commissioner Chas. W. Quinn, and the road foreman Milton Bryce, in regards to the Federal Aid Secondary Road Oiling program.

After looking over the roads that are to come under this oiling program it was decided that the Oil Road Mat should be cut to 18 feet, instead of the original 20 feet, as had been the plan for this program.

I am of the impression, that this was at the suggestion of Mr. Bickmore, as given to the two above mentioned persons that were with him during the inspection of the roads.

Commissioner, Chas. W. Quinn, request that I write to you in regards to this matter, so that the details could be worked out in regards to the oiling of the above two mentioned roads that are to come under the F. A. S. Program for oiling in Gilliam County.

Very truly yours,

James Ogilvy
JAMES OGILVY, Clerk
Gilliam County

RECEIVED
FEB 23 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
February 11, 1953

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer

RECEIVED
FEB 13 1953
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HAGEMANN

In connection with the 1954 County Road FAS Program the following minor revisions have been requested by Gilliam and Linn Counties:

Gilliam County (as revised)

✓ FAS 440 -	John Day Highway-Mikkalo, 2.2 miles Place 20' wide 0-9 with binder course using county furnished aggregate.	$ 8,000
✓ FAS 441 -	Wasco-Heppner Highway - Lost Valley Road, 6 miles Place 20' wide 0-9 with binder course using county furnished aggregate.	$22,000

Linn County (as revised)

FAS 569 -	Oak Creek-Plainview, 5.1 miles Place 20' wide 0-11 with binder course and shoulder rock.	$45,000
FAS 570 -	Kingston-Scio, 5.8 miles Place 20' wide 0-11 with binder course and shoulder rock.	$48,000

The total funds for the county is not affected in either case.

Please work these projects up on the above basis.

W. C. Williams
Assistant State Highway Engineer

JFH:DM
cc : Mr. S. H. Probert
John W. Cattrall

NOTED
Harold C. Ayers

January 30, 1953

Gilliam County Court

Condon, Oregon

Gentlemen:

On January 21, the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the projects in Gilliam County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Gilliam County, this will be approximately $6,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Att.

NOTED
J. W. CATTRALL

Fn 440
441

GILLIAM COUNTY

TOTAL FAS FUNDS FOR PROGRAM: 1954 - $30,000
1955 - $31,000

PROPOSED PROJECTS:

1954 - ✓FAS 440 from the John Day State Highway to Mikkalo, a distance of approximately 2.3 miles. Place binder course and 20' wide 0-9, using county furnished aggregate. Estimated cost - $10,000.

✓FAS 441 from the Wasco-Heppner Highway southerly to the head of the Lost Valley Canyon, approximately 4.8 miles. Place binder course and 20' wide 0-9, using county furnished aggregate. Estimated cost - $20,000.

1955 - To be selected at a later date.

REMARKS: The county with its own forces and at its own expense will widen the grade, place required base rock, and crush and stockpile the required oil aggregate. If the oil aggregate were not furnished by the county, the cost would be prohibitive due to the small quantities involved. The county has a new crusher set-up and is capable of producing aggregate to state specifications.

RECEIVED
FOR FILING

S-120(1)
S-121(1)
3990

OREGON STATE HIGHWAY DEPARTMENT

CONSTRUCTION DIVISION

Soils Section
Subbase and Base Design

Highway: John Day

Section: Mikkalo Section

Res. Eng: John Walker

Prefix: 211-1428

County: Gilliam

Sta. to Sta.

Length of Project: Miles

Location		Soil Characteristics					Required Thickness		
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Light Traffic	Medium Traffic	Heavy Traffic
88+00	1-2	84.7	24	5	14	58.2	9	15½	
16+00	0-2	58.6	24	5	11	40.6	9	16	

Remarks:

On the basis of a letter dated July 17, 1952, from Mr. E. F. Chidsey, the design for this section is best based on light traffic, and the assumption that there will be no opportunity for frost heave. In light of the above considerations, the design of total thickness of base and surfacing, as made by this office, is for 9".

Submitted by Webb
Ass't. Construction Engineer

Recommended
Construction Engineer

Recommended (Sgd.) by Mr. [illegible]
Engineer of Materials

Approved by
Ass't. State Hwy. Engineer

cc
- Ass't. State Hwy. Engineer ✓
- Construction Engineer
- Engineer of Materials
- Division Engineer
- Resident Engineer
- Soils Engineer

7/21/52

S-144(1) Hood River Co. Rds., Grad. 1953
& Oil. Proj., Frankton, Methodist
#3991 Lane & Country Club Rds.

NOTED
JONES

NOTED
Harold C. A

August 17, 1954

Honorable John H. Sheldrake
Hood River County Judge
Court House
Hood River, Oregon

Dear Sir:

Attached is a "Statement of Final Costs" covering the Post Canyon Road-Barrett Road and May Street-Belmont Street section of FAS 302 and 557. As per the County Court's letter of August 13th, the refund due Hood River County of $6,044.19 is being retained as part of the advance deposit in connection with the Beals Corner-Dougherty Corner project. ↔ See Contract 4273

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

[illegible]

FAS [illegible] County [illegible] Contract No. [illegible]

Section [illegible]

Location

[illegible]

1954

1954

858

[illegible]

[illegible]

[illegible]

FAS [illegible] County [illegible] Contract No. [illegible]

Section [illegible]

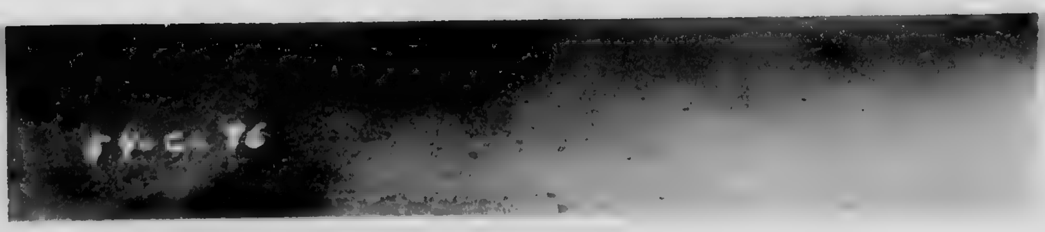
Location

[illegible]

FAS [illegible] County [illegible] Contract No. [illegible]

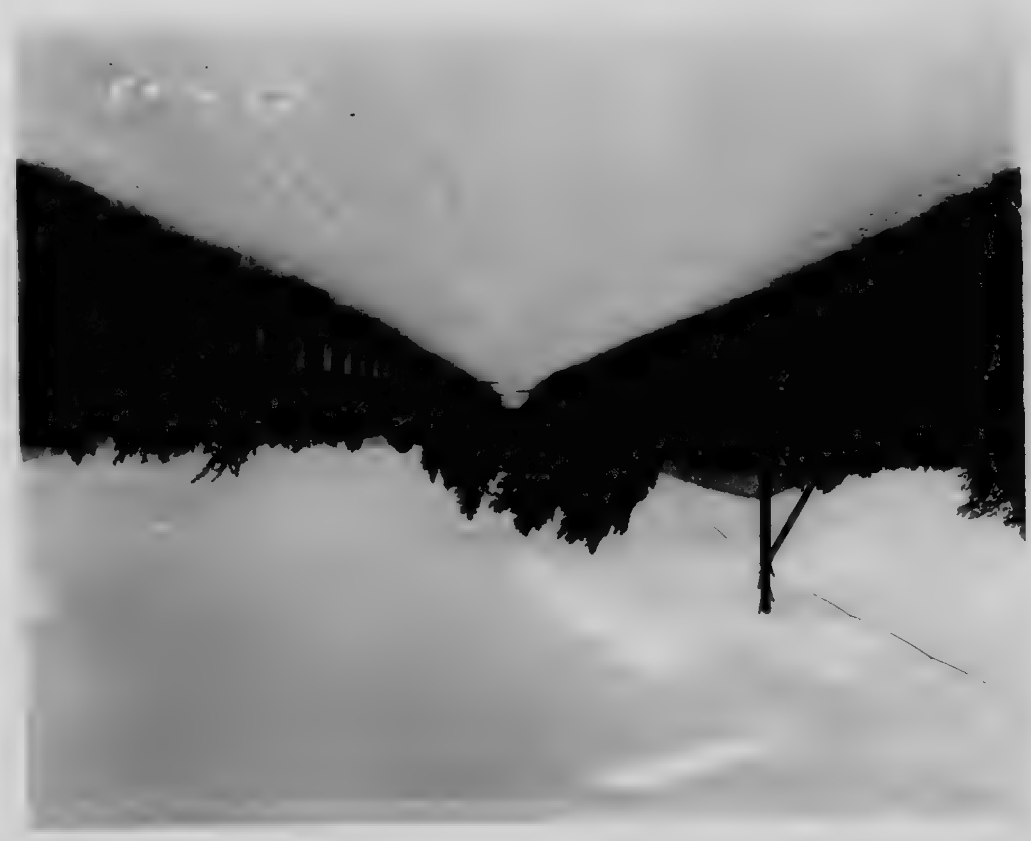
Section [illegible]

Location [illegible]



F 4-C-76

1952



[illegible] 501

4th Avenue [illegible] St.

looking North

5/4/[illegible]

1954

Form PR 2 (Revised 1950)

10736

Federal Aid Secondary

State Oregon

Project No. S-143(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of eleven thousand, eight hundred and 00/100 dollars ($11,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.63

GPO 10—11379-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Hood River County with the Highway Department. (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 at the north boundary of the SE 1/4, Section 33, T. 3 N., R. 10 E., W.M., and survey station 79+61.1 at the south boundary of the SE 1/4, Section 4, T. 2 N., R. 10 E., W.M., without exception, ____, length 1.508 miles, in Hood River County, being Oregon Federal Aid / Secondary project No. S-143(1), consisting of 1.508 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ____ [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eleven thousand, eight hundred and 00/100 dollars ($11,800.00), which does not exceed the authorized Federal pro rata share of twenty thousand, seven hundred fifty-seven and 00/100 dollars ($20,757.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest Loyd Evans
Asst. SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

By ....
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W L Lynch
Division Engineer,
Bureau of Public Roads.

NOV 2 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-113 (1)

POST CANYON ROAD-BARRETT ROAD SECTION OF THE COUNTRY CLUB ROAD IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231
Roadway (Sta. 0+00 to Sta. 79+61.1) (Contract No. 3721)

50	hrs.	Blade Grader	$ 11.00	$ 550.00
2,500	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	8,750.00
60	M-gals.	Sprinkling	2.50	150.00
920	cu. yds.	Furnishing and Placing Aggregates	5.25	4,830.00
81	tons	Furnishing and Placing 150-200 Asphalt	45.00	3,645.00
21	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	945.00
			Subtotal	$18,870.00
			10% Engr. & Cont.	1,887.00
			Total	$20,757.00

Length of Roadway	1.508 Miles
Cost per Mile	$13,764.58

Federal Funds- -	$11,800.00
State Funds- -	4,000.00
County Funds -	4,957.00
	$20,757.00

Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-143 (1)

POST CANYON ROAD-BARRETT ROAD SECTION OF THE COUNTRY CLUB ROAD IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 9, 1953

Type Code 5231
Roadway (Sta. 0+00 to Sta. 79+61.1)

50	hours	Blade Grader	$12.00	$ 600.00
2,500	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	8,125.00
60	M-gal.	Sprinkling	3.00	180.00
920	cu. yds.	Furnishing and Placing Aggregates	4.50	4,140.00
81	tons	Furnishing and Placing 150-200 Asphalt	42.00	3,402.00
21	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	945.00
			Subtotal	$17,392.00
			10% Engr. & Cont.	1,739.20
			Total	$19,131.20

Length of Roadway	1.508 miles
Cost per mile	$12,686.47

Federal Funds	$11,800.00
State Funds	3,665.60
County Funds	3,665.60
	$19,131.20

Form PR 2 (Revised 1950)

1037

State Oregon

Federal Aid Secondary

Project No. S-144(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 19 53, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 19 53, a program, which was approved on the 5th day of June, 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 19 53; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twelve thousand, six hundred and 00/100 dollars ($ 12,600.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Form PR 2 (Revised 1950)

1037

State Oregon

Federal Aid Secondary

Project No. S-144(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twelve thousand, six hundred and 00/100 dollars ($12,600.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Hood River County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 at the south boundary of the SW 1/4, Section 3, T-2-N, R-10-E, W.M. and survey station 39+62.75 on the line between the NE 1/4 and NW 1/4, Section 34, T-3-N, R-10-E, W.M. except station 26+54.75 in the SW 1/4, Section 3, T-2-N, R-10-E, W.M., to station 0+00 at the south quarter corner Section 34, T-3-N, R-10-E, W.M., length 1.253 miles, in Hood River County, being Oregon Federal Aid / Secondary project No. S-144(1), consisting of 1.253 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twelve thousand, six hundred and 00/100 dollars ($12,600.00), which does not exceed the authorized Federal pro rata share of twenty-four thousand, six hundred seven and 00/100 dollars ($24,607.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
Asst. SECRETARY

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

NOV 2 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-144 (1)

MAY STREET-BELMONT ROAD AND BARRETT SCHOOL SECTION OF THE FRANKTON AND METHODIST LANE ROADS IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231
Roadway Unit "B" (Sta. 0+00 to Sta. 26+54.75), Unit "A" (Sta. 0+00 to Sta. 32+62.75) (Contract No. 3722)

50	hrs.	Blade Grader	$ 11.00	$ 550.00
2,900	cu. yds.	1½" - 0 Material in Base	3.00	8,700.00
1,500	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	5,250.00
40	M-gals.	Sprinkling	2.50	100.00
760	cu. yds.	Furnishing and Placing Aggregates	5.25	3,990.00
67	tons	Furnishing and Placing 150-200 Asphalt	45.00	3,015.00
17	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	765.00
			Subtotal	$22,370.00
			10% Engr. & Cont.	2,237.00
			Total	$24,607.00

Length of Roadway 1.253 Miles
Cost per Mile $19,638.16

Federal Funds - $12,600.00
State Funds - 4,200.00
County Funds - 7,807.00

$24,607.00

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-144 (1)

MAY STREET-BELMONT ROAD AND BARRETT SCHOOL SECTION OF THE FRANKTON AND METHODIST LANE ROADS IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 9, 1953

Type Code 5231
Roadway, Unit B (Sta. 0+00 to Sta. 26+54.75),
Unit A (Sta. 0+00 to Sta. 39+62.75)

50	hours	Blade Grader	$12.00	$ 600.00
2,900	cu. yds.	1½" - 0 Material in Base	3.00	8,700.00
1,500	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	4,875.00
40	M-gal.	Sprinkling	3.00	120.00
760	cu. yds.	Furnishing and Placing Aggregates	4.50	3,420.00
67	tons	Furnishing and Placing 150-200 Asphalt	42.00	2,814.00
17	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	765.00
			Subtotal	$21,294.00
			10% Engr. & Cont.	2,129.40
			Total	$23,423.40

Length of Roadway 1.253 miles
Cost per mile $18,693.85

Federal Funds	$12,600.00
State Funds	4,200.00
County Funds	6,623.40
	$23,423.40

RECEIVED FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 22, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3991	3-final	WARREN NORTHWEST, INC.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20364	B-78995	$ 1,074.04	Oct. 21, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Aug. 15, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-22-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
A. A. Wicklander

10-22-53

RECEIVED
FOR AUDIT

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 22, 1953

(CONTRACT NO.) S-1119(1) S-1135(1)	(EST. NO.)	(CONTRACTOR)
3991	3-final	WARREN NORTHWEST, INC.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20864	R-78995	$ 1,074.04	Oct. 21, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. W. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Aug. 15, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-22-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

10-22-53

Warrant Mailed: A. W. Wicklander

RECEIVED
OCT [illegible] 1953
FOR FILING

[illegible]
[illegible]
[illegible]

October 7, 1953

Federal Insurance Co. of Flemington, N.J.
Chubb & Son, Mgrs.
90 John St.
New York 38, N.Y.

Gentlemen:

State highway contract No. 3991 for work performed on Hood River County Roads in Hood River County was completed by the contractor, Warren Northwest, Inc., on August 15, 1953 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $1,074.04 will be released to the contractor on or after October 17, 1953. The total contract amount is $35,801.18, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FH

cc - Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

10-7-53

RECEIVED
OC 1953
FOR FILING

S-1446[illegible]
[illegible]
[illegible]

October 7, 1953

Federal Insurance Co. of Flemington, N.J.
Chubb & Son, Mgrs.
90 John St.
New York 38, N.Y.

Gentlemen:

State highway contract No. 3991 for work performed on Hood River County Roads in Hood River County was completed by the contractor, Warren Northwest, Inc., on August 15, 1953 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $1,074.04 will be released to the contractor on or after October 17, 1953. The total contract amount is $35,801.18, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn

cc - Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

10-7-53

RECEIVED
SEP 21 1953
FOR FILING

5-14-60
[illegible]
[illegible]

September 18, 1953

Federal Insurance Company
Chubb & Son, Managers
90 John St.
New York 38, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. in connection with contract No. 3991, for grading and surfacing on the Hood River County Roads in Hood River County.

This payment, in the amount of $4,558.14, will be released to the contractor on or after September 28, 1953. The retainted percentage is $1,074.04.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Ore.
August 25, 1953

SUBJECT: Hood River County Roads
Contract No. 3991

NOTED
J. W. CATTRALL

To:

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Ore.

NOTED
Harold C. Ayers

Dear Sir:

The above mentioned contract is completed and ready for your final inspection. The following is a copy of a letter received from the County Judge.

Mr. L. V. Blickenstaff, Res. Engr.
Oregon State Highway Dept.
Hood River, Ore.

NOTED
J. [illegible]

Dear Sir:

The three members of the Hood River County Court have inspected the finished job of the construction of the Post Canyon Road-Barrett Road and the May Street-Belmont Road and Barrett School Road-Barrett Road Sections of FAS 302 and 557, and give their approval of the contract as completed.

Very truly yours,
Hood River County Court
By (Signed)
John H. Sheldrake County Judge

[illegible] Contract 3991

Very truly yours,
L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

c/cJohn W. Cattrall

RECEIVED
[illegible] 1953
ENGINEER[illegible]

Form E-1—10M—11-51

S-144 (1)
S-143 (1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 22, 1953

Section Hood River County Roads

Kind of work Surfacing & Oiling

Highway FAS 302 & 557

Section prefix 514-1030

Contractor Warren Northwest Inc

Contract number 3991

Date of contract July 3, 1953

Date of completion September 30, 1953

Date work started July 7, 1953

Estimated date of completion August 15, 1953

Amount of contract $43,095.80

Per cent of time elapsed 56.7 %

Estimated cost of completed project, exclusive of engineering $36,000.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $1700.00, 51.5 %

Date project was completed August 15, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job Completed. Final Report

NOTED
FORREST COOPER

NOTED
E. A. PEASE

NOTED

NOTED
B. A. MARTIN

RECEIVED
AUG 21 19[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. V. Blickenstaff Res Engr

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.76	2.76		2.76	
Miles partially completed					
Miles completed	2.76	2.76		2176	
Total estimated quantities		5554.5		142.93 tons	
Estimated quantities moved or placed to date		5554.5		142.93 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair all Week		
Thursday			
Friday			
Saturday			

State Printing 53382

RECEIVED
AUG 25 1953
FOR FILING

S-144(1)
S-143(1)
3991

R

August 21, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 15, 1953 on Contract No. 3991, Hood River County Roads Section, in connection with Federal Aid Project No. S-144 (1), S-143 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

RECEIVED
JUL [illegible] 1953
FOR FILING

S-144(1)
[illegible]
3991

July 24, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts, which were awarded to you by the State Highway Commission, as follows:

Contract No. 3987, for grading and paving on the Heppner (Race Track Street) Section in Morrow County, awarded July 1, 1953.

Contract No. 3991, for grading and surfacing on the Hood River County Roads in Hood River County, awarded July 3, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 13 1953
FOR FILING

S-144(1)
S-143(1)
3991

July 10, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 7, 1953 on Contract No. 3991, Hood River County Roads Section, in Hood River County, in connection with Federal Aid Project No. S-144 (1), S-143 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

Form A-150 10M 12-52

NOTED
W. CATTRALL

NOTED

INVOICE

Oregon State Highway Department

Salem, Oregon

FAS 302 & 554

Invoice No. [illegible]

Date July 6, 1953

Your Req. No.

Billing Request No. CC 52

Credit distribution: 514-1030-297

Hood River County

Hood River, Oregon

Attn: County Court

Partial transfer county share of total cost.
Post Canyon Road-Barrett Road, May Street-Belmont Road, and
Barrett School Sections of county FAS routes.
Agreement dated June, 1953.
The total deposit is $13,600 of which $3,600 is to remain in the advance deposit fund.

	Advance Deposits	13,600.00
Partial transfer of Hood River County's advance deposit in connection with the 1954 county FAS project.		10,000.00
	To be retained	$ 3,600.00

[illegible] $
By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: S. H. Probert

Salem, Oregon
July 3, 1953

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN

We have received this date an advance deposit from Hood River County of $13,600 in connection with the Post Canyon-Barratt Road, May Street-Belmont Road, and Barratt School FAS projects. This job is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: S. H. Probert

NOTED
J. W. CATTRALL

July 3, 1953

NOTED
Harold C. Ayers

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of a deposit of $13,600 in connection with the proposed County FAS project in Hood River County. A contract will be signed immediately and a copy forwarded you under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
Harold C. Ayers

June 29, 1953

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

On June 26th the Highway Commission received a satisfactory bid from Warren Northwest of Portland for the construction of the Post Canyon Road-Barrett Road and the May Street-Belmont Road and Barrett School Sections of FAS 302 and 557. As per the agreements between the County and State, the following advance deposit by Hood River County is required:

Post Canyon Road-Barrett Road Section, FAS 302	
Bid Items	$18,870.00
12-1/2% Engineering and Contingencies	2,358.75
Estimated Total Cost	$21,228.75

May Street-Belmont Road and Barrett School Sections, FAS 557	
Bid Items	$22,370.00
12-1/2% Engineering and Contingencies	2,276.25
Estimated Total Cost	$25,166.25

Advance Deposit			
FAS 302	20% of $20,000 =	$4,000.00	
	Est. Cost in excess of $20,000 =	$1,228.75	
			$ 5,228.75
FAS 557	20% of $21,000 =	$4,200.00	
	Est. Cost in excess of $21,000 =	$4,166.25	
			$ 8,366.25
	TOTAL ADVANCE DEPOSIT =		$13,595.00

Please make this deposit by means of a warrant or check in the amount of $13,600 (rounded to even hundreds) payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

If you have any questions on this matter, please contact this office as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
JUL 6 1953
FOR FILING

D-144(1)
S-145(1)
3971

July 6, 1953

County Court of Hood River
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Hood River County one fully executed copy each of a Maintenance Agreement and a Finance Agreement covering the May Street-Belmont Road and Barrett School Section of the Frankton and Methodist Lane County Road, FAS 557.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUL [illegible] 1953
FOR FILING

File

S-14[illegible]
S 18[illegible]
3991

MISC. CONTRACTS and
AGREEMENTS No. 1482

Salem, Oregon
July 6, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are three fully executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Hood River County covering the May Street-Delmont Road and Barrett School Section of the Frankton and Methodist Lane County Road, FAS 557.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Hood River.

Yours very truly,

Secretary

rn
Attach: 6

FORM E-30 27,500 4-52 56808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer.

Herewith three copies of a finance agreement signed by the Hood River County Court covering the May Street-Belmont Road and Barrett School Section of the Frankton and Methodist Lane County Road, FAS 557, in Hood River County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
F B Glaisyer
Secretary F-Q

RECEIVED
JUN 22 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 37,000 4-52 96906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Attached are seven copies of a maintenance agreement signed by the Hood River County Court covering the May Street-Belmont Road and Barrett School Section of the Frankton and Methodist Lane County Road, FAS 557, in Hood River County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids are to be received for this job on 6-26

F. Query

RECEIVED
JUL 6 1953
FOR FILING

-19 (1)
(1)
3971

July 6, 1953

County Court of Hood River County
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Hood River County one fully executed copy each of a Maintenance Agreement and a Finance Agreement between the State Highway Commission and Hood River County covering the Post Canyon Road-Barrett Road Section of the Country Club County Road, FAS 302.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
FOR FILING

S-144(1)
S-148(1)
3991

July 3, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 26th accepted your proposal to perform grading and oiling work on the Hood River County Roads west of Hood River for the sum of $41,240, and on the same day awarded Contract No. 3991 to you subject to concurrence from the Bureau of Public Roads and provisions made by Hood River County for the deposit of $13,600. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telephonic notice of award to you of today.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Fransen
Mr. E. G. Smith
Mr. S. M. Probert
Mrs. Goldie Lewis
Mr. C. W. Mead

agenda for confirmation

RECEIVED
JUL 7 1953
FOR FILING

OREGON DISTRICT

S-144(1)
S-143(1)
3771

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 3, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-143(1), Post Canyon Road-Barrett Road Section of the Country Club Road in Hood River County, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the total amount of $41,240.00 at the June 26, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED

R

RECEIVED
JUL 1953
FOR FILING

S-144(1)
S-143(1)
[illegible]

July 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling on the Frankton, Methodist Lane and Country Club County Roads in Hood River County, Projects Nos. S-144 (1) and S-143 (1), to Warren Northwest, Inc., of Portland, Oregon, on the basis of the bid of $41,240 submitted on June 26, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

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File
~~FOR~~ FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 3, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-144(1), May Street-Belmont Road and Barrett Street School Sections of the Frankton and Methodist Lane Roads in Hood River County, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the total amount of $41,240.00 at the June 26, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

FORM E-90 57,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date an advance deposit from Hood River County of $13,600 in connection with the Post Canyon-Barratt Road, May Street-Belmont Road, and Barratt School FAS projects. This job is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM

cc: S. H. Probert

RECEIVED
JUL [illegible] 1953
[illegible] HIGHWAY ENGINEER

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 accepted your bid in the amount of $[illegible]1,2[illegible]0.00 for construction of the Hood River County Roads Grading and Oiling Project on the Frankton, Methodist Lane and Country Club Roads near and west of Hood River in Hood River County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and Hood River County has made provisions for the deposit of $13,600.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: W. C. Smith
S. H. Probert
W. M. Fransen, [illegible]

FAS 557 & 302

NOTED
Harold C. Ayers

June 18, 1953

Honorable John H. Sheldrake
Hood River County Judge
Hood River, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Judge:

This will acknowledge receipt of two copies each of two finance agreements, seven copies each of two maintenance agreements, and six copies each of two encroachment resolutions covering the proposed FAS projects on the Country Club Road and the Frankton and Methodist Lane Roads in Hood River County.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

Oregon Project S-144(1)
FAS 557

no e

RESOLUTION

6-17-53

WHEREAS, a County Road in **Hood River** County, State of Oregon, known as the **Frankton & Methodist Lane** County Road, is routed through the County of **Hood River**, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and **Hood River** County, the section adopted for improvement being more particularly described as follows; to wit:

From May Street to Belmont Road and from Multnomah Way to Barrett Road, a total distance of 1.25 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of **Hood River** will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of **Hood River**

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Frankton & Methodist Lane County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 17 day of June, 1953

Attest:

County Clerk

By

County Judge

By George W. Kreig

County Commissioner

By

County Commissioner

Form cc-12
Page 2

Oregon Project S-143(1)
FAS 302

RESOLUTION

6-17-53

WHEREAS, a County Road in Hood River County, State of Oregon, known as the Country Club County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

From the Post Canyon Road southerly to Barrett Road, a distance of 1.51 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River

County, Oregon, that no encroachments will be permitted on the county road, known as the Country Club County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 17 day of June, 1953.

Attest:

L E Ambler
County Clerk

By John H Shildrake
County Judge

By George W. Kreig
County Commissioner

By
County Commissioner

Form cc-12
Page 2

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 17 day of June, 1953, and the Highway Department on the 26th day of June, 1953.

COUNTY OF HOOD RIVER	OREGON STATE HIGHWAY COMMISSION
By John F. Sheldrake /s/ County Judge	By Ben R. Chandler As Chairman
By George W. Krieg County Commissioner	By As Commissioner
By County Commissioner	/s/ By M. K. McIver As Commissioner
ATTEST: D E Imbler County Clerk	/s/ ATTEST: H. B. Glaisyer Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Asst. State Highway Engineer

Form cc-30
Page 2

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

1753

The County of Hood River, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 1.51 miles of the Country Club Road, FAS 302, ~~highway~~ from the Post Canyon Road to the Barrett Road known as Post Canyon Road-Barrett Road Section, and to be designated as Oregon Project No. S-143(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 17 day of June, 1953, and the Highway Department on the 26th day of June, 1953.

COUNTY OF HOOD RIVER	OREGON STATE HIGHWAY COMMISSION
By John H. Sheldrake County Judge	/s/ By Ben R. Chandler As Chairman
By George W. Krieg County Commissioner	By As Commissioner
By County Commissioner	/s/ By M. K. McIver As Commissioner
ATTEST: D E Imbler County Clerk	/s/ ATTEST: H. B. Glaisyer Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Asst. State Highway Engineer

Form cc-30
Page 2

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

June 12, 1953

NOTED
J. F. HAGEMANN

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

Enclosed are two copies each of two agreements covering finances, seven copies each of two maintenance agreements, seven copies each of two encroachment resolutions, and a set of plans and specifications in connection with the Post Canyon Road-Barrett Road Section of FAS 302, and the May Street-Belmont Road and Barrett School Section of FAS 557, which will be up for bid on June 26th.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bid has been determined and prior to the award of a contract. The county will be required to pay all costs in excess of $20,000 on FAS 302 and $21,000 on FAS 557. These figures represent the programmed amount for each project and the two sums equal the total FAS funds available to Hood River County for the fiscal year 1954. The engineer's estimate for FAS 302 is $20,000 and for FAS 557, $24,000; however, the actual low bid will govern.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreements provide that the county agrees to maintain the completed projects in a manner satisfactory to the B.P.R., and the encroachment resolutions provide that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than September 30, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolutions, and return all copies of each agreement and six copies of each resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to June 19th.

If you have any questions on this matter, contact me or Mr. Hagemann, Assistant County-City Relations Engineer, at Salem 4-2171, Extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

JFH:MM
Encl.

By: John W. Cattrall
Engineer, County and City Relations

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-144(1)
S-143(1)
37(1)

S-143(1)

June 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-143(1), Post Canyon Road-Barrett Road Section of the Country Club Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions prior to the project agreement stage.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

Salem, Oregon
May 29, 1953

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The attached field data on the Post Canyon Road-Barrett Road Section and May Street to Belmont Road-North Section in Hood River County has been examined and appears to be consistent with the project as proposed by the county and approved by the Highway Commission.

The field estimate for this project totals $44,375.63. While this estimate is approximately $3,300 more than the amount approved, Hood River County will not be contacted until after the estimate has been confirmed or revised. It will be appreciated if this office is notified as soon as a firm estimate is available.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

cc: V. G. O'Neil

NOTED
J. W. CATTRALL

February 20, 1953

Hood River County Court

Hood River, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the Bureau of Public Roads has approved the addition of portions of the Frankton Road, Belmont Road, and Methodist Lane to the Federal Aid Secondary System effective February 3, 1953. This route has been assigned the number FAS 557. Please revise your map showing the FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]

S.T. #62

(1955)
fas 557

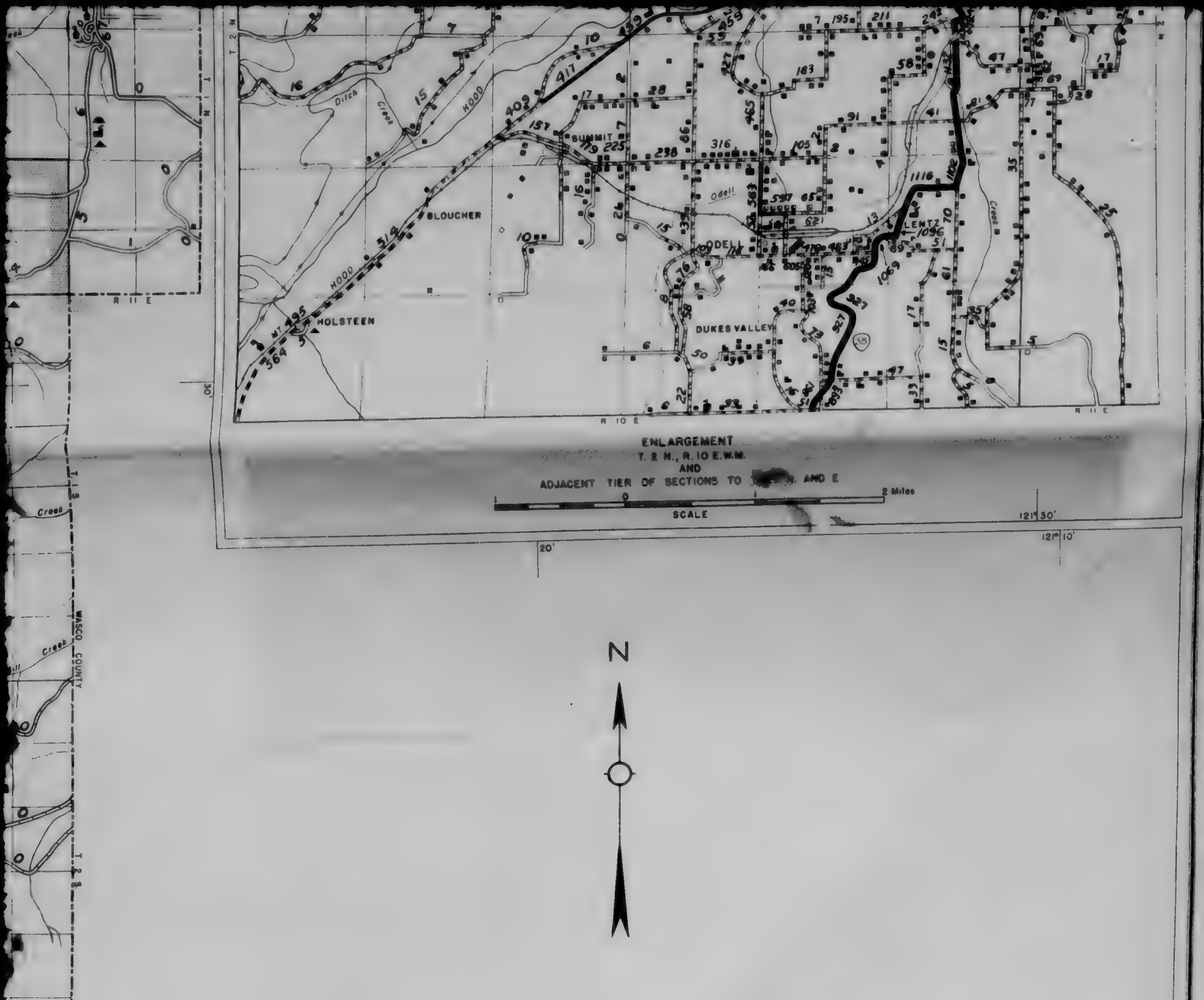
FAS 557
Hood River

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

(Sheet 1 of 3 sheets)
Supplemental Tabulation No. 62

Road Designation		Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
553	0-1	From FA Route 2 at Miles Crossing, southerly and easterly to FAS 601 at Olney.	Clatsop	--	11.80	11.80
554	605 634 0-38	From FAS 404 and 542, southerly to FAS 398 at Alfalfa.	Crook Deschutes	-- --	4.25 4.00	8.25
555	992 1032 1027 962	From FA Route 4 approximately 2 miles north of Lapine, westerly to the Deschutes National Forest boundary.	Deschutes	--	4.00	4.00
556	New Location	From FA Route 30, westerly along the north side of the Middle Fork of the John Day River to Ritter.	Grant	--	7.00	7.00
557	585 612 0-6	From FA Route 1 approximately 1.3 miles west of Hood River, southerly to a county road junction approximately 0.25 mile east of Rockford.	Hood River	--	2.55	2.55


SUMMIT
BLOUCHER
HOLSTEEN
ODELL
LENTZ
DUKES VALLEY
Odell
Hood
Ditch
Creek
R 10 E
R 11 E
T 2 N
ENLARGEMENT
T. 2 N., R. 10 E.W.M.
AND
ADJACENT TIER OF SECTIONS TO [illegible] N. AND E
SCALE
2 Miles
121° 30'
121° 10'
20'
WASCO COUNTY
T. 1 S.
T. 2 S.
T. 3 S.
N
45°20'

GENERAL HIGHWAY MAP

HOOD RIVER COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1936
REVISED 1939

S.T. No. 62

SHEET 1 OF 1 Polyconic Projection

121°10'

20'

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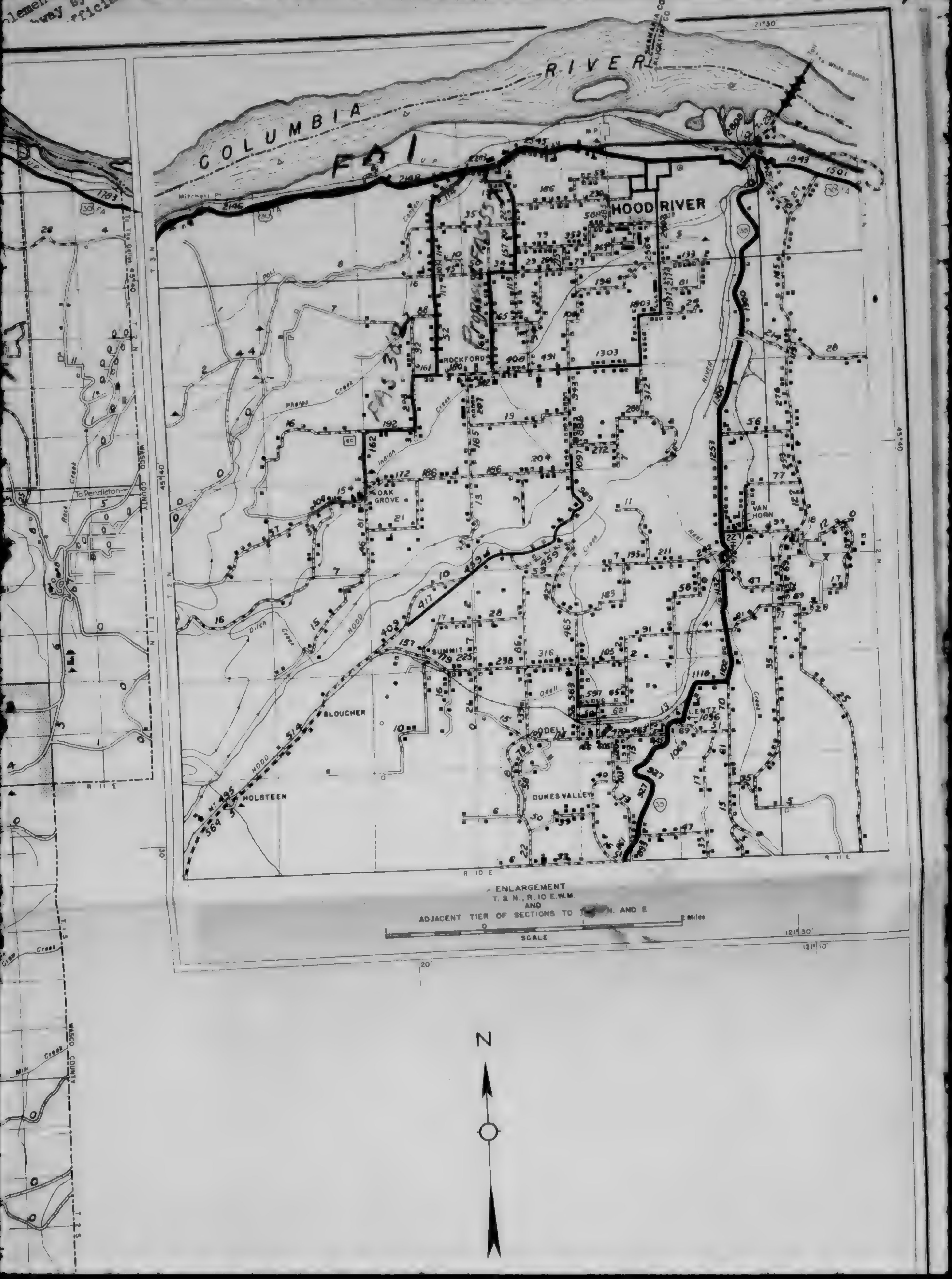
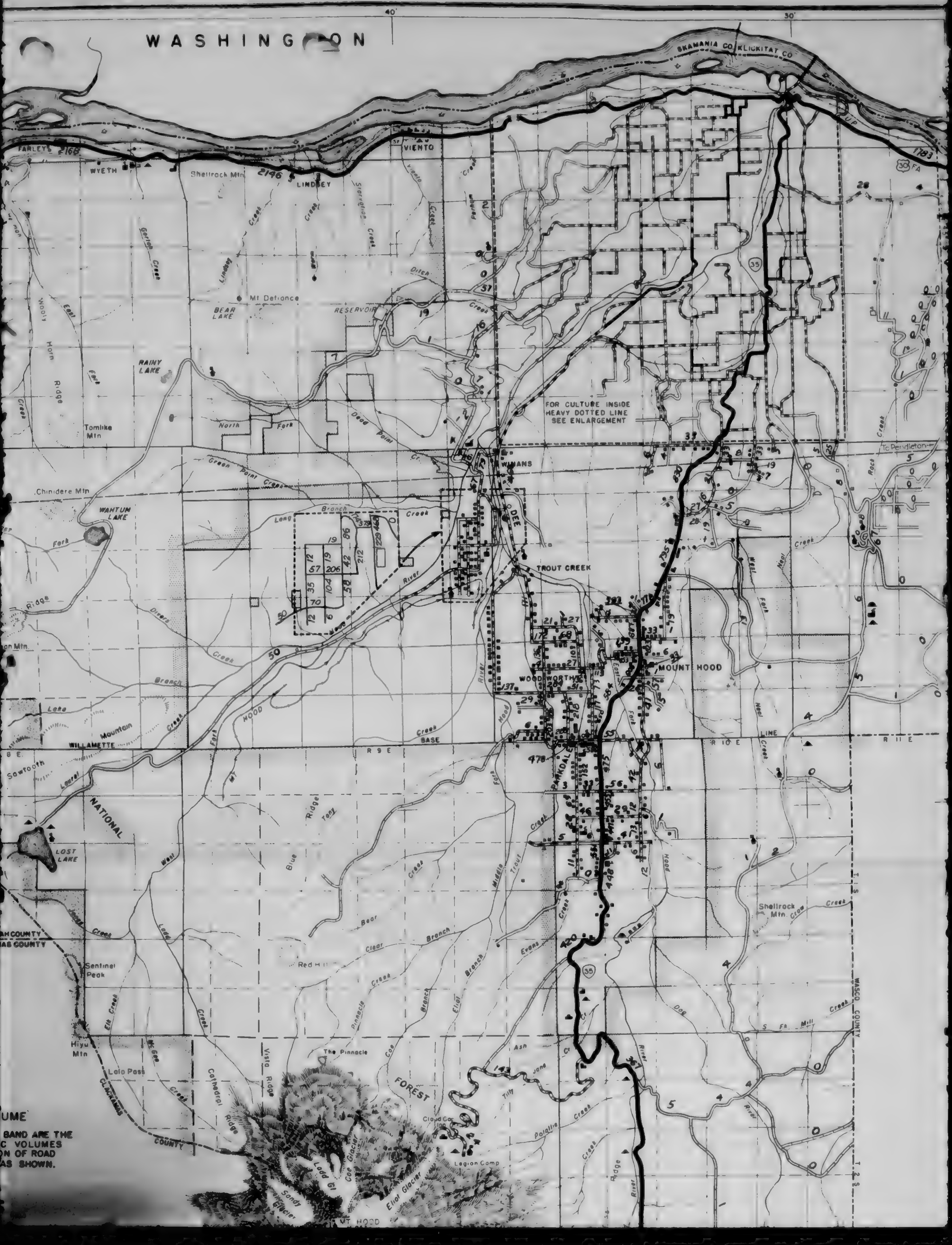


COLUMBIA
RIVER
SKAMANIA CO
KLICKITAT CO
121°30'
To White Salmon
FA 1
FAS 345
FAS 557
Progress
Mitchell Pt.
To The Dalles
HOOD RIVER
ROCKFORD
OAK GROVE
VAN HORN
SUMMIT
BLOUCHER
ODELL
LENTZ
DUKES VALLEY
HOLSTEEN
Post Canyon
Phelps Creek
Indian Creek
Neal Creek
Odell
Ditch Creek
HOOD RIVER
To Pendleton
Rock Creek
WASCO COUNTY
45°40'
T 3 N
T 2 N
T 1 N
T 1 S
T 2 S
R 11 E
R 10 E
30'
20'
121°10'
Crow Creek
Mill Creek
35
30
ENLARGEMENT
T. 2 N., R. 10 E.W.M.
AND
ADJACENT TIER OF SECTIONS TO T. N. AND E
0
1
2 Miles
SCALE
N


WASHINGTON
40'
30'
SKAMANIA CO
KLICKITAT CO
FARLEYS
2168
WYETH
Shellrock Mtn
2196
LINDSEY
VIENTO
1783
30
FA
UP
Mt Defiance
BEAR LAKE
RESERVOIR
RAINY LAKE
Tomlike Mtn
Wooly Horn Ridge
FOR CULTURE INSIDE HEAVY DOTTED LINE SEE ENLARGEMENT
To Pendleton
WINANS
Chinidere Mtn
WAHTUM LAKE
ODELL
TROUT CREEK
Green Point Creek
Dead Point Cr.
North Fork
Long Branch Creek
MOUNT HOOD
WOODWORTH
PARKDALE
R 9 E
R 10 E
R 11 E
BASE LINE
WILLAMETTE
Sawtooth
Laurel
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Lake Branch
Mountain
Hood River
Blue Ridge
Tony Creek
Bear Creek
Clear Branch
Red Hill
Evans Creek
Middle Fork
Trout Creek
Sentinel Peak
Hiyu Mtn
Elk Creek
McGee Creek
Lolo Pass
Cathedral Ridge
Vista Ridge
The Pinnacle
Pinnacle Creek
Coe Branch
Eliot Branch
FOREST
Cloud Cap
Tilly Jane Creek
Ash Cr
Polallie Creek
Legion Camp
Ladd Gl
Coe Glacier
Eliot Glacier
Sandy Glacier
MT HOOD
CLACKAMAS COUNTY
Shellrock Mtn
Crow Creek
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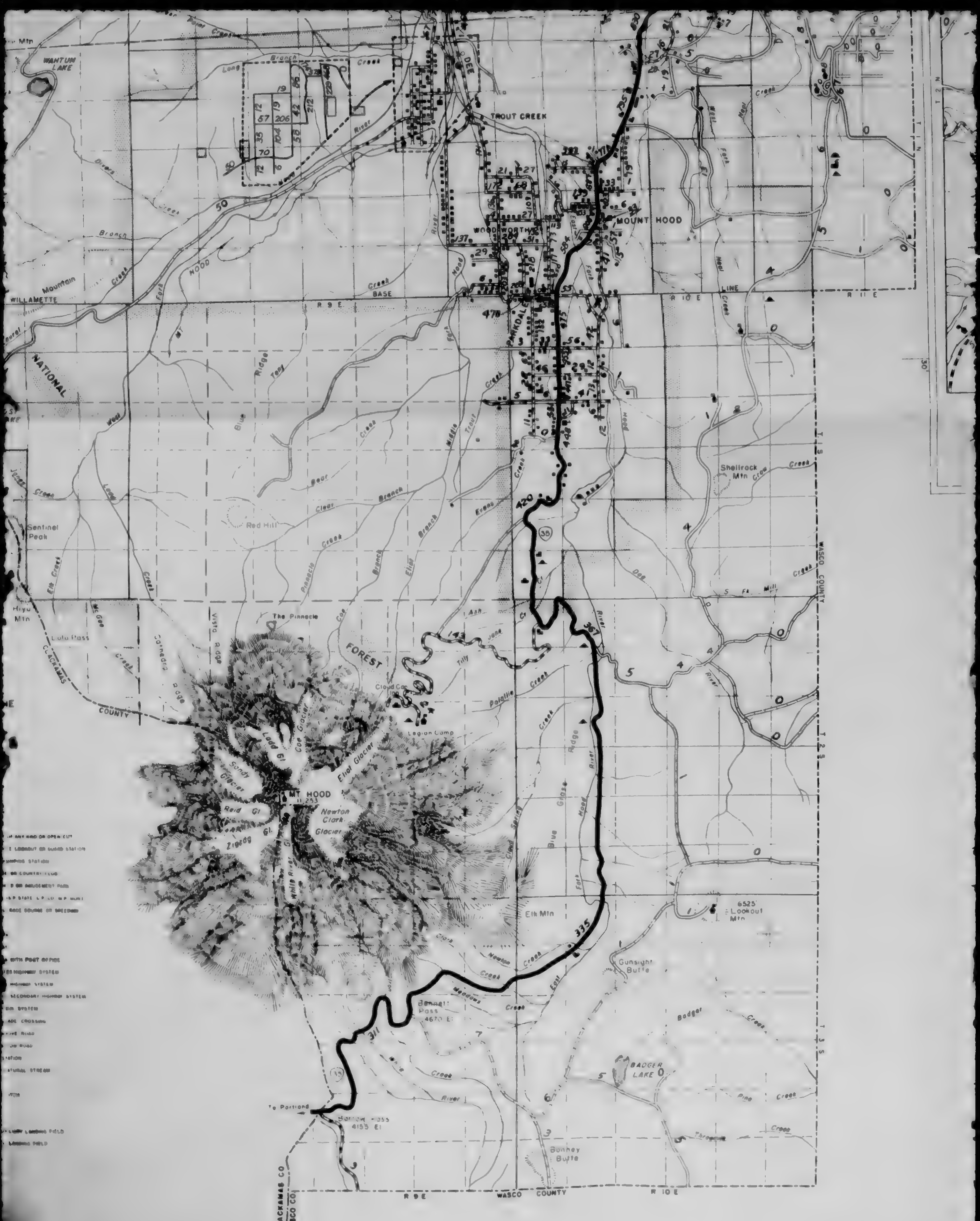
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Gunsight Butte
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Badger Creek
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Barlow Pass 4155 El
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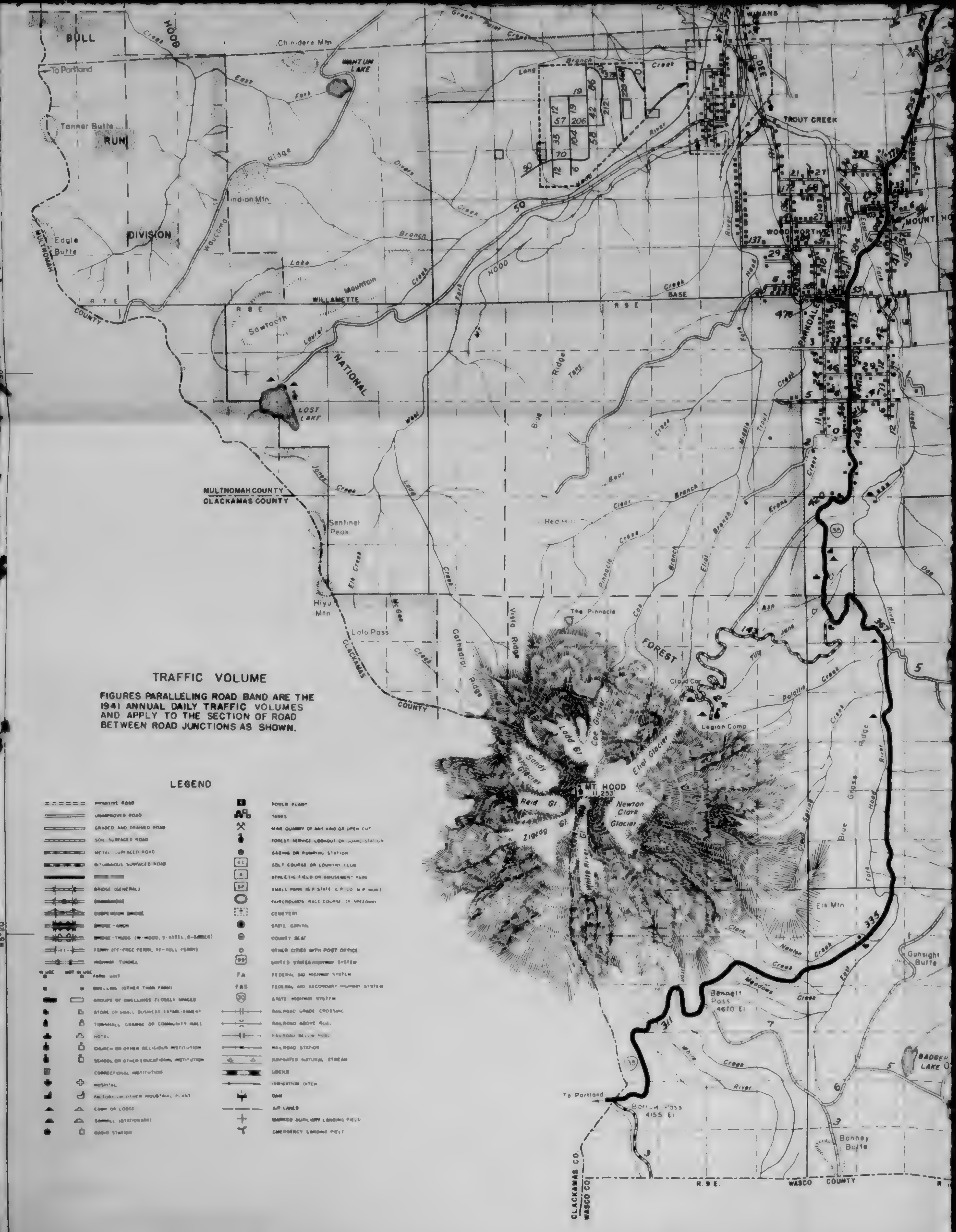
TRAFFIC VOLUME
FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.
LEGEND
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
METAL SURFACED ROAD
BITUMINOUS SURFACED ROAD
BRIDGE (GENERAL)
DRAWBRIDGE
SUSPENSION BRIDGE
BRIDGE - ARCH
BRIDGE - TRUSS (W-WOOD, S-STEEL, G-GIRDER)
FERRY (FF-FREE FERRY, TF-TOLL FERRY)
HIGHWAY TUNNEL
IN USE
NOT IN USE
FARM UNIT
DWELLING (OTHER THAN FARM)
GROUPS OF DWELLINGS CLOSELY SPACED
STORE OR SMALL BUSINESS ESTABLISHMENT
TOWNHALL, GRANGE OR COMMUNITY HALL
HOTEL
CHURCH OR OTHER RELIGIOUS INSTITUTION
SCHOOL OR OTHER EDUCATIONAL INSTITUTION
CORRECTIONAL INSTITUTION
HOSPITAL
FACTORY OR OTHER INDUSTRIAL PLANT
CAMP OR LODGE
SAWMILL (STATIONARY)
RADIO STATION
POWER PLANT
TANKS
MINE QUARRY OF ANY KIND OR OPEN CUT
FOREST SERVICE LOOKOUT OR GUARD STATION
GAGING OR PUMPING STATION
GC
GOLF COURSE OR COUNTRY CLUB
A
ATHLETIC FIELD OR AMUSEMENT PARK
SP
SMALL PARK (S.P. STATE, C.P. CO., M.P. MUNI)
FAIRGROUNDS, RACE COURSE OR SPEEDWAY
CEMETERY
STATE CAPITAL
COUNTY SEAT
OTHER CITIES WITH POST OFFICE
99
UNITED STATES HIGHWAY SYSTEM
FA
FEDERAL AID HIGHWAY SYSTEM
FAS
FEDERAL AID SECONDARY HIGHWAY SYSTEM
30
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION
NAVIGATED NATURAL STREAM
LOCKS
IRRIGATION DITCH
DAM
AIR LANES
MARKED AUXILIARY LANDING FIELD
EMERGENCY LANDING FIELD
BULL
RUN
DIVISION
To Portland
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Chinidere Mtn
WAHTUM LAKE
East Fork
Green Point Creek
Long Branch Creek
Indian Mtn
Waucoma Ridge
Eagle Butte
MULTNOMAH COUNTY
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Mountain
Lake Branch
Dry Creek
West Fork
HOOD RIVER
Sawtooth
Laurel
NATIONAL
LOST LAKE
MULTNOMAH COUNTY
CLACKAMAS COUNTY
Sentinel Peak
Hiyu Mtn
Lolo Pass
CLACKAMAS COUNTY
Elk Creek
McGee Creek
Cathedral Ridge
Vista Ridge
The Pinnacle
Red Hill
Blue Ridge
Bear Creek
Clear Branch
Pinnacle Creek
Coe Branch
Eliot Branch
Evans Creek
Middle Fork
Trout Creek
Tony Creek
BASE
DEE
TROUT CREEK
WOODWORTH
PARKDALE
MOUNT HOOD
Ash
Jane Cr
Tilly
FOREST
Cloud Cap Inn
Legion Camp
Ladd Gl
Coe Glacier
Eliot Glacier
Sandy Glacier
MT. HOOD 11253
Reid Gl
Zigzag Gl
White River Gl
Newton Clark Glacier
Polallie Creek
Blue Grass Ridge
Cold Spring
East Fork Hood River
Elk Mtn
Clark Creek
Newton Creek
Meadows Creek
Gunsight Butte
Bennett Pass 4670 El
Iron
White Creek
White River
BADGER LAKE
To Portland
Barlow Pass 4155 El
Bonney Butte
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WASCO CO.
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WASCO COUNTY
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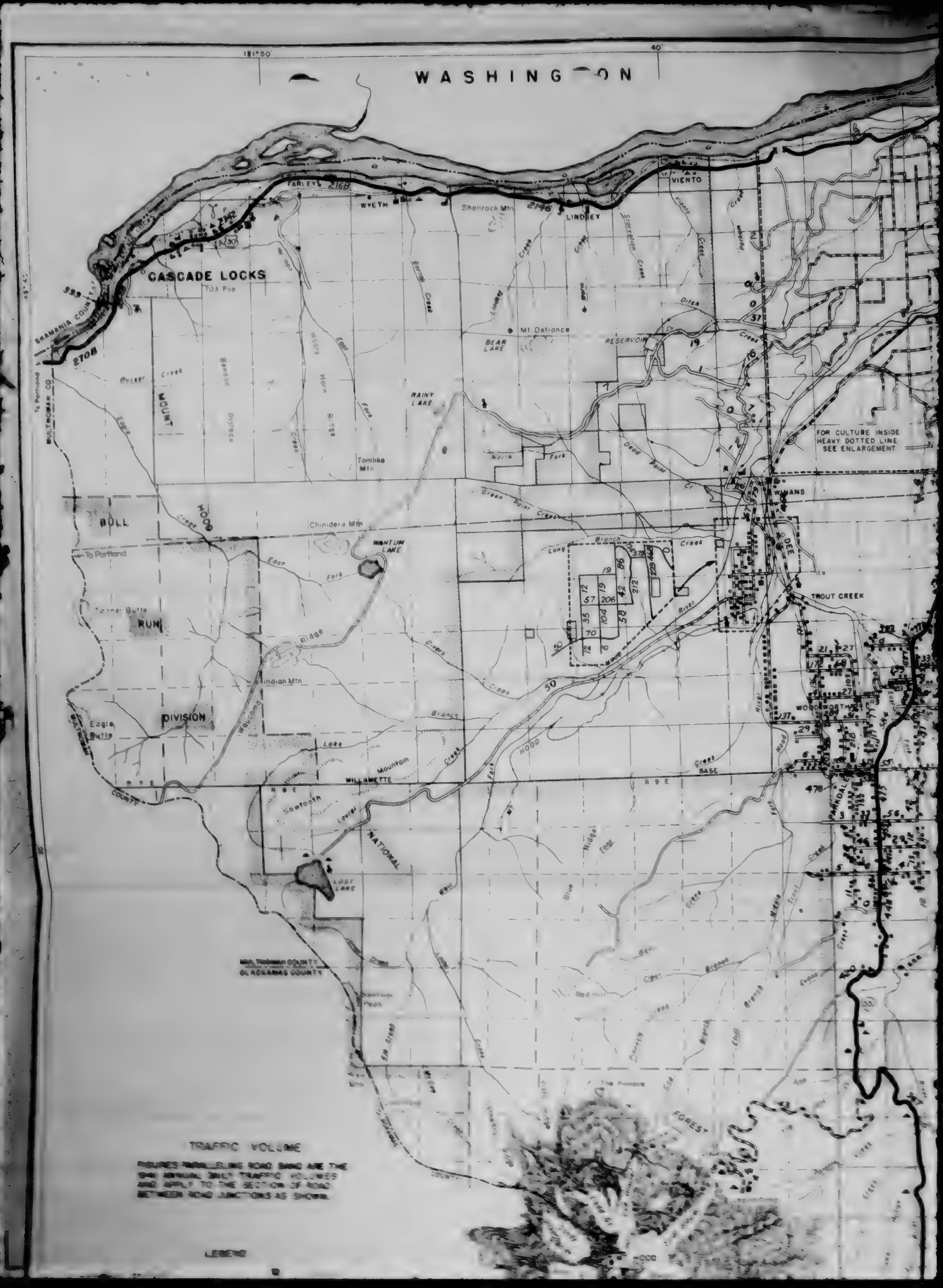
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SKAMANIA COUNTY
MULTNOMAH CO
To Portland
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BEAR LAKE
RESERVOIR
RAINY LAKE
Tomlike Mtn
North Fork
Dead Point Cr
Green Point Creek
FOR CULTURE INSIDE HEAVY DOTTED LINE SEE ENLARGEMENT
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BULL
HOOD
Chinidere Mtn
WAHTUM LAKE
To Portland
East Fork
Long Branch Creek
DEE
TROUT CREEK
RUN
Ridge
Indian Mtn
DIVISION
Eagle Butte
Wahtum Lake
Mountain
WILLAMETTE
Sawtooth
NATIONAL
LOST LAKE
R 9 E
BASE
WOODWORTHY
PARKDALE
MULTNOMAH COUNTY
CLACKAMAS COUNTY
Red Hill
FOREST
TRAFFIC VOLUME
FIGURES PARALLELING ROAD BAND ARE THE [illegible] ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN
LEGEND

RESOLUTION

WHEREAS, the Federal-aid Road Act of 1916, as amended and supplemented, provides for the selection of and addition to a Federal-aid secondary highway system by the State Highway Commission in cooperation with appropriate local officials and the Commissioner of Public Roads; and,

WHEREAS, under the provisions of the Federal-aid Highway Act of 1950 and under a policy approved by the Oregon State Highway Commission on August 18, 1952, certain specific funds will be available during the fiscal years 1954 and 1955 for expenditure on county roads designated as a part of the said Federal-aid secondary highway system; and,

WHEREAS, to provide latitude in the programming of these said funds, the Hood River County Court has verbally requested the Oregon State Highway Commission to petition the Commissioner of Public Roads for the addition of the hereinafter described county road or roads to the Federal-aid secondary highway system; and

WHEREAS, it is the desire of the County Court to make said request a matter of official record;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the members of the County Court of Hood River County, Oregon, sitting for the transaction of county business as follows:

1. That the county road or roads hereinafter enumerated and described be and the same are approved as road or roads to be incorporated in the Federal-aid secondary highway system as provided for in the Federal-aid Road Act of 1916, as amended and supplemented:

   a. Methodist Lane from Barrett Road northerly to Belmont Road, a distance of 1 mile.
   b. Belmont Road from Methodist Lane easterly to Frankton Road, a distance of 0.25 mile.
   c. Frankton Road from Belmont Road northerly to FA Route 1 (the Columbia River Highway), a distance of 1.3 miles.

   The above described roads are shown colored in red on the attached map marked "Exhibit A," and by this reference made a part hereof.

2. That the Oregon State Highway Commission be respectfully requested to submit to the Commissioner of Public Roads for approval the above listed and designated county road or roads.

3. That this resolution be entered in the journal of this Court and a duly certified copy thereof delivered to the Oregon State Highway Commission.

Dated this 3rd day of December, 1952.

HOOD RIVER COUNTY by and through its
County Court

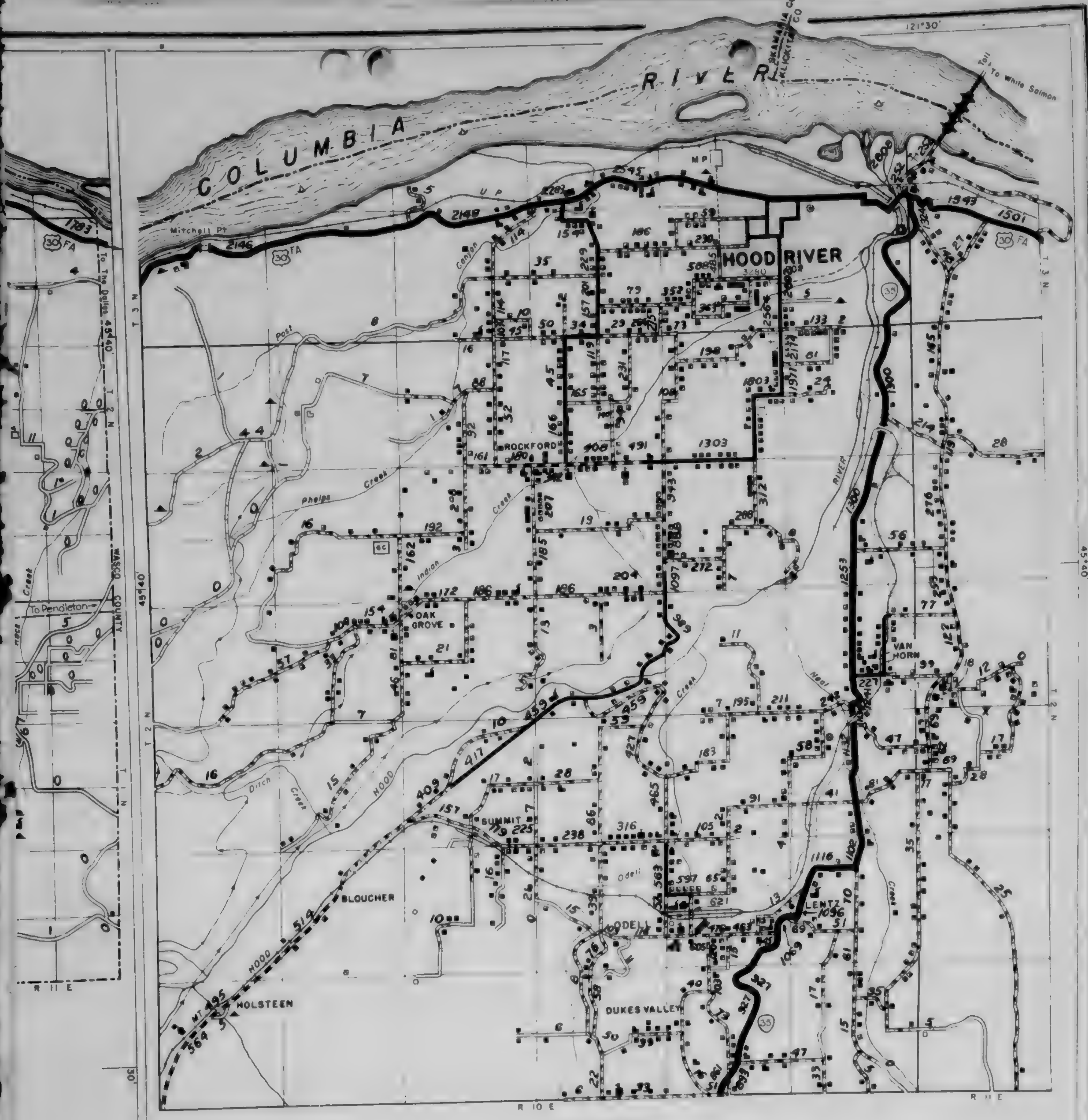
John H. Sheldrake
Judge

Herbert A. Struck
Commissioner

George W. Fritz
Commissioner

ATTEST:

Ferne M. Morrison
County Clerk
By D E Ambler, Deputy


COLUMBIA RIVER
HOOD RIVER
ROCKFORD
OAK GROVE
VAN HORN
SUMMIT
ODELL
LENTZ
DUKES VALLEY
BLOUCHER
HOLSTEEN
Mitchell Pt
SKAMANIA CO
KLICKITAT CO
Toll To White Salmon
To The Dalles
To Pendleton
WASCO COUNTY
Phelps Creek
Indian Creek
Neal Creek
Odell Creek
Ditch Creek
Post Canyon
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ENLARGEMENT
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AND
ADJACENT TIER OF SECTIONS TO THE N AND E

1 0 2 Miles
SCALE

N

EXHIBIT "A"

NOTED
J. W. CATTRALL

November 26, 1952

NOTED
Harold C. Ayers

Honorable John H. Sheldrake
Hood River County Judge
Hood River, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed for adoption by the County Court are three copies of a resolution making the verbal request for placing additional roads on the Federal-aid secondary system a matter of official record. On November 25 the Highway Commission approved addition of the roads as shown in the resolution, and the proposed additions will now be submitted to the Bureau of Public Roads for its approval.

It would be appreciated if you would adopt the enclosed resolution and return two signed and attested copies to this office as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Hood Riv Co Tel FAS
557

Hood River County

OREGON

Suggestions for data to be included in narrative report on an individual county road proposed for inclusion in the F.A.S. System

1. Description of Route: Start at Barrett Road, Thence North on Methodist Lane to Belmont Road, Thence East on Belmont Road to Frankton Road, Thence North to Columbia River Highway

   a. Length: 2.55 Miles

   b. Location of termini: County Road Junction in Sec. 3, T2N, R10E Northerly to Junction F A 1 approximately 1½ miles West of Hood River

   c. Topography traversed (mountains, rolling, etc.): Flat to Mountains to North end.

   d. Vicinity map:

2. Was this route proposed for the FAS System at the time of the original submission?

   If deferred - why?

3. General discussion of the area served:

   a. Population directly served (estimate): 2500

   b. Communities served, directly or indirectly: Oak Grove-Barrett-Frankton

   c. Basic economy of the area served (farming, industrial, logging, lumbering, mining, etc.): Farming, Some logging

   d. Land classification (Department of Agriculture rating, if available.) Otherwise see County Agent: Orchard and Dairy lands

   e. Social and recreational features (Grange Halls, Schools, etc.): Grange Hall, 3 Schools, Rural Fire District, Youth summer camp

   f. Will improvement of the route encourage development of the area by making easily accessible additional high type land, stands of timber, etc.: No

g. Number of farms served directly: 400

h. Will the road be used as school, mail, and milk routes: Yes

4. Engineering features:

a. Existing alignment and gradients (include brief summary of the deficient sections):

b. Bridges on route - make particular note of any major structures:

c. Railroad crossings - give name of railroad, type of crossing (by grade or separation) safety devices existing, and number of train movements per day for each. Particularly hazardous grade crossings should probably be commented upon:

None

d. Surface type and condition:

e. Cost of improvement for entire route and standards proposed:

5. Traffic analysis:

a. Present ADT volume for route; also give maximum and minimum ADT volumes and where found on route:

b. Does the route provide alternate service? For example: Is there another route available that the major portion of the traffic could use without serious inconvenience?

c. Estimate to future traffic - discuss any unusual increase anticipated. Under this section should probably be included a discussion of any unusual growth that is considered a probability for the area served and the effect of such growth on future traffic volumes:

6. General summary and recommendations:

a. How does this route integrate with other FAS or State Highway routes in the immediate route?

b. Why do county officials regard this route as one of the "principal" county roads? Do you (State Aid Engineer) concur?

Heavy fruit production district

Fruit packing houses

Saw Mill

Factory district-2 factories

c. What particular feature or features discussed in the report qualify this route for the FAS System:

d. A brief statement on the number of miles of county roads now on the FAS System in relation to the total mileage on the county road system:

----

e. A few remarks on the county's financial condition insofar as highways are concerned would be valuable here. The county's ability financially to improve and maintain is perhaps the principal prerequisite for additional mileage. In the writer's opinion, can the mileage now on the FAS System, including this route, be brought to an adequate state of improvement within a reasonable number of years (say - 15 years), taking into account all other financial obligations (maintenance, equipment, reserve, etc.)?

----

f. How does this route compare with other routes already accepted in the county with respect to traffic, social and recreational features, truck haul, etc.? (If this has been covered in general under 6-b, ignore this subparagraph.)

----

g. How much mileage now on the approved system is not in need of improvement for ten to fifteen years? The fact that the major portion of the system is in an adequate state of improvement is good support for additions to system.

NOTED
Harold C. Ayers

January 30, 1953

Hood River County Court

Hood River, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the projects in Hood River County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Hood River County, this will be approximately $8,200 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

(1954)
Hr.: 567
Fas 302

HOOD RIVER COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $41,000
1955 - $40,000

PROPOSED PROJECTS:

1954 - FAS 302 from the Post Canyon County Road southerly to the Rockford Road, a distance of approximately 1.5 miles. Place crushed rock levelling course, binder course, and 20' wide 0-11. Estimated cost based on 3"X24' level course is $20,000.

FAS 557 from May Street to Belmont Road and from Barrett Road north to the first road junction, a total distance of approximately 0.8 mile. Regrade, place base rock, binder course, and 20' wide 0-11. Estimated cost based on 6"X26' crushed rock in base is $21,000.

1955 - To be selected at later date.

REMARKS: None.

FAS # 510

NOTED
Harold C. A[illegible]

December 22, 1954

Baker County Court
Court House
Baker, Oregon

NOTED
J. W. CATTRALL

Form A-150 10M 3-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. [illegible]

RECEIVED
DEC 23 1954
ENGINEER
COUNTY & CITY RELATIONS

Baker County
Baker, Oregon

Attn: County Court

Invoice No. 37233

Date December 22, 1954

Your Req. No.

Billing Request No. cc-126

Credit distribution: 502-1022-297

Final billing county share of total costs of New Bridge - Richland county FAS project in Baker County. Covered by agreement dated June, 1953.

NOTED
J. E. [illegible]

Original Advance Deposit	$13,950.00	
Less: Am't previously transferred	10,950.00	
Balance advance deposit		3,000.00
Cost of project as per attached statement	13,577.61	
Less: Am't previously transferred	10,950.00	
Balance due		2,577.61
To be refunded		$ 422.39

ACKNOWLEDG[illegible] [illegible] REQUEST

By

NOTED
J. W. CATTRALL

FAS #510

NOTED
Harold C. Ayers

December 22, 1954

Baker County Court
Court House
Baker, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

Final costs on the New Bridge-Richland section of FAS 510 are now available and it has been determined that the agreed County share of these costs is $13,527.61 as shown in the attached cost statement. As the County initially deposited $13,950 a refund of $422.39 will be made within the next seven to ten days. This refund will be by means of a check from our Accounting Division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS
NEW BRIDGE-RICHLAND SECTION, FAS 510
CONTRACT NO. 3992
BAKER COUNTY

December 21, 1954

PAYMENTS TO CONTRACTOR

	Item	Quantity		@	Total
1.	Clearing & grubbing	All		$1,500.00	$ 1,500.00
2.	Structural excav., unclassified	43.45	c.y.	3.00	130.35
3.	Trench excavation, "	32.43	c.y.	2.00	64.86
4.	General " "	1,047.4	c.y.	1.15	1,204.51
5.	Finish roadbed & slopes	2.42	mile	400.00	968.00
6.	12" corrugated metal pipe	186	l.f.	3.50	651.00
7.	18" " " "	132	l.f.	5.50	726.00
8.	24" " " "	8	l.f.	7.00	56.00
9.	48" " " "	10	l.f.	30.00	300.00
10.	Salvage culvert pipe	166	l.f.	2.00	332.00
11.	Pit run gravel in base	6,613	c.y.	2.10	13,887.30
12.	3/4"-0" " " " & shldrs.	1,886	c.y.	3.40	6,412.40
13.	Sprinkling	286.9	M/gal.	3.00	860.70
14.	3/4"-0" gravel in binder course	415	c.y.	4.00	1,660.00
15.	Furn. & place aggregates	1,480	c.y.	4.25	6,290.00
16.	MC-2 asphalt in binder course	64.56	ton	57.50	3,712.20
17.	Furnish & place 150-200 asphalt	128.22	ton	53.50	6,859.77

Subtotal....	$45,615.09
Patch holes in binder course	$ 66.59
Construction engineering	$ 3,845.93
Total Construction Costs....	$49,527.61
Federal Funds Collected for Project....	$27,000.00

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between $45,000 & Federal funds ($45,000 - $27,000) X 1/2 =	$ 9,000.00
100% of all costs over $45,000 $49,527.61 - $45,000 =	4,527.61
Total County Share....	$13,527.61
County Advance Deposit	$13,950.00
Less County Share Total Cost..	13,527.61
REFUND DUE BAKER COUNTY....	$ 422.39

10

FOR FILING

S-138(1)

3992

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 10, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3992	5-final	Arthur Simonsen

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16173	R-100967	$ 1,368.45	8/5/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1953

Time Extensions: to July 31, 1954 without penalty

Completion Date: June 26, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1954

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Assistant Secretary

Warrant Mailed:

8-12-54

RECEIVED

FOR FILING

August 2, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14
Washington

Gentlemen:

State Highway Contract No. 3992 for work performed on the New Bridge-Richland Section of the New Bridge County Road in Baker County was completed by the contractor, Arthur Simonsen on June 26, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,368.45 will be released to the contractor after acceptance by the Commission. The total contract amount is $45,615.09, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frisbie-Long Insurance Agency
1915 Washington Ave.
Baker, Oregon

Portland Branch Office

NOTED ON CARD

8-?-54

FORM E-90 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 27, 1954

SUBJECT:

NOTED
V. R. JONES

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Mr. Smith:

Attached hereto is a letter of acceptance from Judge Lloyd Rea for the New Bridge - Richland F.A.S. Project #510, Baker County.

The work on the project has now been completed.

Very truly yours,

E. G. Bickmore

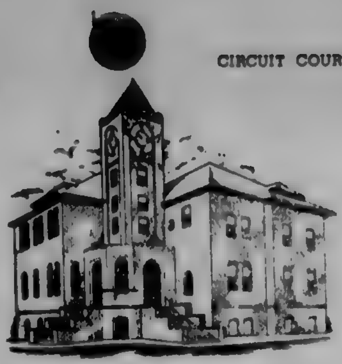
E. G. Bickmore
Assistant Division Engineer

EGB:gb

RECEIVED
JUL 29 1954
ENGINEER
[illegible]

RECEIVED
JUL 28 1954
OFFICE OF
CONSTRUCTION ENGINEER

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
UNNAR STEVENS, Assessor Protem
MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master



CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, [illegible]COND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon
Baker, Oregon

July 17, 1954

Mr. A. F. Parson
Division Engineer
LaGrande, Oregon

Dear Mr. Parson.

The County Court inspected the New Bridge-Richland oiled road, that is our FAS 510. We are ready to accept it, but, as you said, we sure wish it had better shoulders on it. Other than that, it seems to be a very good job.

Yours very truly,
Lloyd Rea
Lloyd Rea
County Judge

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
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MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon
Baker, Oregon

July 17, 1954

Mr. A. F. Parson
Division Engineer
LaGrande, Oregon

Dear Mr. Parson.

The County Court inspected the New Bridge-Richland oiled road, that is our FAS 510. We are ready to accept it, but, as you said, we sure wish it had better shoulders on it. Other than that, it seems to be a very good job.

Yours very truly,
Lloyd Rea
Lloyd Rea
County Judge

RECEIVED
JUL 1 9 1954
FOR FILING

July 16, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen on contract No. 3992, for grading and surfacing on the New Bridge-Richland Section of the New Bridge County Road in Baker County.

This payment, in the amount of $13,010.61, will be released to the contractor on or after July 26, 1954. The retained percentage is $1,368.45.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frisbie-Long Insurance Agency
1915 Washington Ave.
Baker, Oregon

Portland Branch Office

NOTED ON CARD
7-16-54

Form E-1—10M—11-51

"FINAL"

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30, 1954, 19

Section Newbridge - Richland

Kind of work Grading and Surfacing

Highway Newbridge County Road

Section prefix 501-1022

Contractor Arthur Simonsen

Contract number 3992

Date of contract July 6, 1953, 19

Date of completion October 15, 1953, 19

Date work started Aug. 3, 1953, 19

Estimated date of completion ~~July 31~~ June 26, 1954, 19

Amount of contract $ 44,390.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 45,615.09

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 3740, 105 %

Date project was completed June 26, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estm. and construction data delivered to Division office on Wednesday.

NOTED OSCAR TL

FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
JUL 6 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed Kevin Laughlin

Address Baker Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.42	2.42		2.42	
Miles partially completed					
Miles completed	2.42			2.42	
Total estimated quantities	1100 ~~1047.4~~	8400		186 Tons	
Estimated quantities moved or placed to date	1047.4	8499		192 Tons.	
Average daily quantities					
Average daily quantities necessary to complete project on time	completed	Completed		Completed	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday	Showers.		
Thursday			
Friday			
Saturday			

RECEIVED

S-138(1)

[illegible]2

June 28, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 26, 1954 on Contract No. 3992, New Bridge-Richland Section, in Baker County, in connection with Federal Aid Project No. S-138 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

MCW:tp

c.c.: John Cattrall

RECEIVED
DEC 30 1953
FOR FILING

[illegible]

[illegible]

December 29, 1953

Mr. Arthur Simonsen
2925 Grandview Drive
Baker, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from October 15, 1953 to July 31, 1954 within which to complete your contract No. 3992, covering the New Bridge-Richland Section of the New Bridge County Road in Baker County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Kevin Laughlin,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
NOV 19 1953
FOR FILING

S-125 (1)

November 17, 1953

Oregon State Highway Commission

Request for extension of time
No. 10
December 10 and 11 Meeting

Gentlemen:

Herewith is a request from Arthur Simonsen for an extension of time on the New Bridge-Richland Section, New Bridge County Road, Contract No. 3792, from October 15, 1953 to July 31, 1954.

The contractor encountered unanticipated, extremely hard rock in his crushing operations and was unable to have his oil rock produced in time to complete the oiling before the specified deadline of September 15. Grading, surfacing and prime coat have been completed and there will be no inconvenience to the traveling public.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:js fp

RECEIVED
FOR FILING

S-138(1)

3992

November 5th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the New Bridge-Richland Contract #3992, Oregon S-138(1), from October 15th, 1953, to July 31st, 1954, to Arthur Simonsen, contractor.

The contractor encountered very hard rock in his crushing operations and was unable to have his oil rock produced in time to meet the specified deadline of September 15th, for oiling. Grading, surfacing and prime coat have been completed, and there will be no inconvenience to the traveling public.

I would, therefore, recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

R

cc to: H. G. Smith

RECEIVED
FOR FILING
FORM F. 10 25M 9-51 52319

S-138(1)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25th, 1953

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Arthur Simonsen and the Russell Olson Construction Company covering Items 13 to 17 inclusive on the New Bridge-Richland Contract #3992, Oregon S-138(1), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams
C. G. Polk - 2

FOR FILING

FORM F.90 25M 9-51 92319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25th, 1953

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregom

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Arthur Simonsen and the Russell Olson Construction Company covering Items 13 to 17 inclusive on the New Bridge-Richland Contract #3992, Oregon S-138(1), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams
C. G. Polk - 2

CPR8 [illegible]

Form PR 2 (Revised 1950)

State Oregon

Project No. S-138(1)

Federal Aid Secondary

S-138(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

3112

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 10th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-seven thousand, and 00/100 dollars ($27,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.62

R14

Form PR 2 (Revised 1950)

S-138(1)

3192

CPR8

State Oregon

Project No. S-138(1)

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 10th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-seven thousand, and 00/100 dollars ($27,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-5

A4.62

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Baker County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+65 in the NW 1/4, Section 23, T-9-S, R-45-E, W.M. and survey station 128+35 in the NE 1/4, Section 10, T-9-S, R-45-E, W.M., without exception,

, length 2.419 miles, in Baker County, being Oregon Federal Aid Secondary / project No. S-138(1), consisting of 2.419 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-seven thousand, and 00/100 dollars ($ 27,000.00), which does not exceed the authorized Federal pro rata share of forty-eight thousand, eight hundred twenty-nine and 55/100 dollars ($ 48,829.55), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

RECEIVED
SEP 23 1953
DIVISION 8

SEP 21 1953

SEP 4 1953

SEP 25 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-138 (1)

NEW BRIDGE-RICHLAND SECTION OF THE NEW BRIDGE ROAD IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 27, 1953

Type Code 5231
Roadway (Sta. 0+65 to Sta. 128+35)

All Required		Clearing and Grubbing		$ 1,000.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.50	280.00
70	cu. yds.	Trench Excavation, Unclassified	3.00	210.00
1,100	cu. yds.	General Excavation, Unclassified	1.25	1,375.00
2.42	miles	Finishing Roadbed and Slopes	400.00	968.00
80	lin. ft.	12-inch Corrugated Metal Pipe	3.50	280.00
190	lin. ft.	18-inch Corrugated Metal Pipe	5.00	950.00
10	lin. ft.	24-inch Corrugated Metal Pipe	8.00	80.00
12	lin. ft.	48-inch Corrugated Metal Pipe	25.00	300.00
200	lin. ft.	Salvaging Culvert Pipe	2.50	500.00
6,500	cu. yds.	Pit-run Gravel in Base	1.50	9,750.00
1,900	cu. yds.	3/4" - 0 Gravel in Base	4.00	7,600.00
170	M-gal.	Sprinkling	3.50	595.00
280	cu. yds.	3/4" - 0 Gravel in Binder Course	5.00	1,400.00
1,470	cu. yds.	Furnishing and Placing Aggregates	5.25	7,717.50
46	tons	MC-2 Asphalt in Binder Course	50.00	2,300.00
140	tons	Furnishing and Placing 150-200 Asphalt	47.00	6,580.00
			Subtotal	$41,885.50
			10% Engr. & Cont.	4,188.55
			Total	$46,074.05

Length of Roadway 2.419 Miles
Cost per Mile $19,046.73

Federal Funds- -	$27,000.00
State Funds- -	9,537.02
County Funds -	9,537.03
	$46,074.05

R

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S-138(1)

3992

August 5, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 3, 1953 on Contract No. 3992, New Bridge-Richland Section, in connection with Federal Aid Project No. S-138.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:eg

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AUG [illegible] 1953
FOR FILING

5-137 (1)

3992

August 5, 1953

Mr. Arthur Simonsen
2925 Grandview Drive
Baker, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3992, which was awarded to you on July 6, 1953 by the State Highway Commission, for grading and surfacing on the New Bridge-Richland Section of the New Bridge County Road in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-150 10M 12-52

610

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. [illegible]

Date July 8, 1953

Your Req. No.

Billing Request No. CC 54

Credit distribution: 501-1022-297

Baker County
Baker, Oregon

Attn: County Court

NOTED
J. F. HAGEMANN

New Bridge-Richland County FAS Project in Baker County covered by agreement dated June, 1953.
Partial transfer of county share of total costs.
The total deposit is $13,950 of which $3,000 is to remain in the advance deposit fund.

	Advance Deposit	13,950.00
See Above		10,950.00
	To be retained	$ 3,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

July 7, 1953

NOTED
Harold C. Ayers

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $13,950 in connection with the New Bridge-Richland County FAS project. A contract has been awarded for this work and a copy is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer County & City Relations

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

June 29, 1953

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

On June 25th the Highway Commission received a satisfactory bid from Arthur Simonson of Baker for the construction of the New Bridge-Richland Section of FAS 510. As per the agreement between the County and State, the following advance deposit by Baker County is required:

Bid Items	$44,390.50	
12-1/2% Engineering and Contingencies	5,548.81	
Estimated Total Cost	$49,939.31	
Advance Deposit		
20% of $45,000 (Available FAS Funds)	$ 9,000.00	
Estimated cost in excess of $45,000	4,939.31	
Total Advance Deposit	$13,939.31	($13,950)

Please make this deposit by means of a warrant or check in the amount of $13,950 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED

FOR FILING

5-138(1)

3992

July 6, 1953

Mr. Arthur Simonsen
2925 Grandview
Baker, Oregon

Dear Mr. Simonsen:

The State Highway Commission on June 25th accepted your proposal for grading and oiling on the New Bridge-Richland Section of the New Bridge County Road in Baker County for the sum of $44,390.50, and on the same day awarded Contract No. 3992 to you subject to concurrence from the Bureau of Public Roads and provisions made by Baker County for the deposit of $13,950.00. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. H. Franzwa
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

guide for compensation

[illegible] FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		LETTER TELEGRAM	
VICTORY LETTER		SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 6, 1953
11:20 a.m.

Mr. Arthur Simonsen
2925 Grandview
Baker, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for New Bridge-Richland Section of New Bridge County Road in Baker County for which you submitted low bid on June 25. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Mead

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 6, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-138(1), New Bridge-Richland Section of the New Bridge Road in Baker County, to Arthur Simonsen of Baker, Oregon, low bidder in the amount of $44,390.50 at the June 25, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUL 7 1953
FOR FILING

S-138(1)

3992

July 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling work on the New Bridge-Richland Section of the New Bridge County Road in Baker County, Project S-138(1), to Arthur Simonsen of Baker, Oregon, on the basis of the bid of $44,390.50 submitted on June 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
JUL 8 1953
FOR FILING

file

S-128(1)

3993

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
July 6, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are three fully executed and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Baker County covering the New Bridge-Richland Section of the New Bridge County Road, FAS 510.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Baker County.

Yours very truly,

Secretary

rh
Attach: 6

FORM E-90 37,500 4-52 50606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

ROUTED TO
Glaisyer

Attached are seven copies of a maintenance agreement signed by the Baker County Court covering the New Bridge-Richland Section of the New Bridge County Road, FAS 510, in Baker County.

Please return five either fully executed or certified true copies for transmittal to the B.P.R.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-25-53
7 Query

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-59 37,500 4-52 50006

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Attached are seven copies of a maintenance agreement signed by the Baker County Court covering the New Bridge-Richland Section of the New Bridge County Road, FAS 510, in Baker County.

Please return five either fully executed or certified true copies for transmittal to the B.P.R.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-25-53
7Query

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 37,500 4-52 56303

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Herewith three copies of a finance agreement signed by the Baker County Court covering the New Bridge-Richland Section of the New Bridge County Road, FAS 510, in Baker County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JDG:MM
Att.

Bids to be received 6-25-53

AUTHORIZED BY HIGHWAY COMMISSION
DATE June 21, 1953 Page 22
Secretary 7-Q.

RECEIVED
JUN 22 1953
Office of
STATE HIGHWAY ENGINEER

AGREEMENT

The County of Baker, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 2.419 miles of FAS Highway 510 from New Bridge

to Richland

known as New Bridge-Richland Section, and to be designated as Oregon Project No. S-138(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision for such maintenance.

3. That the said County agrees to procure at its sole cost and make available before a contract is awarded for said project, a right-of-way having a width of at least 50 feet throughout and further agrees to procure and make

Form cc-31

available such additional width or widths of right-of-way as may be required for cut and/or fill slopes.

4. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

5. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

   b. No signs (other than those specified in paragraph "a" above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 16 day of June, 19 53, and the Highway Department on the 26th day of June, 19 53.

COUNTY OF BAKER

By Lloyd Rea
County Judge

By R. W. Phipps
County Commissioner

By Geo O Wright
County Commissioner

ATTEST: Frank A Young
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/By Ben R. Chandler
As Chairman

By
As Commissioner

/s/By M. K. McIver
As Commissioner

/s/ATTEST: H. B. Glaisyer
Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Asst. State Highway Engineer

Form cc-31
Page 2

Oregon project S-138(1)
FAS 510

RESOLUTION

WHEREAS, a County Road in ______Baker______ County, State of Oregon, known as the ______New Bridge______ County Road, is routed through the County of ______Baker______, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and ______Baker______ County, the section adopted for improvement being more particularly described as follows; to wit:

From New Bridge to Richland, a distance of 2.419 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of ______Baker______ will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of ___Baker___

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the **New Bridge** County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of **Baker** County, Oregon, this 16 day of June 19 53.

Attest:
Frank A Young
County Clerk

By Lloyd Rea
County Judge

By R M Phipps
County Commissioner

By Gill O Knight
County Commissioner

Form cc-12
Page 2

R

RECEIVED
FOR FILING
FORM E-30 25M 5-51 52315

S-132(1)
3972

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Deschutes

We have received this date advance deposits from Baker, Benton and Malheur Counties in the amount of $13,950, $4,800 and $5,600 respectively. The New Bridge-Richland, Twin Bridges-Muddy Creek and Forest Boundary-Lapine Junction projects are now clear and are ready for award of a contract.

John F. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

cc: S. H. Probert

RECEIVED
JUL 7 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 1953
FOR FILING

S-138(1)

3772

July 6, 1953

County Court of Baker County
Court House
Baker, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Baker County one fully executed copy each of a Maintenance Agreement and a Finance Agreement between the State Highway Commission and Baker County covering the New Bridge-Richland Section of the New Bridge County Road, FAS 510.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUN 30 1953
FOR FILING

RECEIVED
JUN 30 1953
FOR FILING

5-132(1)

3772

June 29, 1953

Arthur Simonsen
2925 Grandview
Baker, Oregon

Gentlemen:

The State Highway Commission on June 25, 1953 accepted your bid in the amount of $44,390.50 for grading and oiling the New Bridge-Richland Section of New Bridge County Road in Baker County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U.S. Bureau of Public Roads and Baker County has made provisions for the deposit of $13,950.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraph on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encl.
cc: H. G. Smith
S. H. Probert
W. M. Franzwa - SIAC

RECEIVED
FOR FILING

R

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith are approved plans and specifications for Oregon Project S-138(1), New Bridge-Richland Section of the New Bridge Road in Baker County.

With reference to the roadbed width, the following excerpt is quoted from a letter from our Western Headquarters:

> "The roadbed width is but 22 feet as compared to the minimum AASHO standard of 26 feet for traffic volume of from 400 to 1000. . . While we believe that you should continue to urge the State to use at least minimum AASHO standards for their FAS projects, we will not object to your approval of the plans in this case."

Very truly yours,

CGPolk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

Encls.

RECEIVED
JUN 25 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible] Mr. Probert

Fr. 510

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, Dist. Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
UNNAR STEVENS, Assessor Protem
MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon
Baker, Oregon

June 17, 1953

Mr. John W. Cattrall
Engineer, County-City Relations
Salem, Oregon

Dear John:

Enclosed you will find all the copies of the agreements and six copies of the resolutions as you requested in your letter of June 10th.

The County Court was in Portland, therefore we were delayed in signing and returning the papers.

We are planning on attending the 25th meeting and probably see you there.

Best regards to you and Fred.

Sincerely,

Lloyd

LLoyd Rea
County Judge

RECEIVED
1953
ENGINEER

Fr. 510

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

June 10, 1953

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the New Bridge-Richland Federal Aid Secondary project on the New Bridge County Road, FAS Highway 510, which will be up for bid on June 25th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. This agreement gives the county the right to accept or reject any bid which, when 12-1/2% has been added for engineering and contingencies, exceeds $45,000 (total 1954 FAS funds available to Baker County). The present estimate for this project is $47,000; however, the low bid will govern. In event the county elects to reject the bid, in all probability the project will be cut back to fit available funds and readvertised at a later date.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than October 15, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolution, and return all copies of both agreements and six copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to June 19th.

If you have any questions on this matter, contact me or Mr. Hagemann, Assistant County-City Relations Engineer, at Salem 4-2171, Extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

JFH:MM
Encl.

By: John W. Cattrall
Engineer, County and City Relations

RECEIVED
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

5-138(1)

3992

FAS-138(1)

June 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map dated May, 1953, for Oregon FAS-138, Richland-New Bridge in Baker County, is approved today.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
JUN 16 1953
Office of
STATE HIGHWAY

6/8/53

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-138(1), New Bridge-Richland Section of the New Bridge Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions, executed by the County Court, prior to the project agreement stage.

Yours very truly,

G. Polk
C. G. Polk
District Engineer

RECEIVED
JUN 11 1953
OREGON
STATE HIGHWAY COMMISSION

6/8/53

file

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: FAS New Bridge-Richland Highway: County

County: Baker Prefix: 501-1462-900 Res. Engr.: Kevin Laughlin

Length of Project: 2.4 Miles Station: 0+65 to 128+35

The recommended total thickness of base course and wearing (0-11) surface is 12 3/4 inches minimum. Design data follows:

Location		Soil Characteristics					Required Thickness		
		% Pass.			R	%		Traffic	
Station	Depth	200	LL	PI	Value	Silt	Light	Medium	Heavy
54+70,Lt.10'	0-1'	48.7	19	0	54	30.9	7"	8½"	9½"
114+80,Rt.10'	0-1'	49.2	22	0	32	31.2	7"	10½"	16"

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Ass't. State Highway Engineer

cc ✓Ass't. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer (A. F. Parson)
Resident Engineer)Kevin Laughlin)
Office Engineer
Soils Engineer

6/8/53

NOTED
J. W. CATTRALL

Salem, Oregon
April 16, 1953

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: E. A. Pease

NOTED
J. F. HAGEMANN

The attached field data for the Richland-New Bridge Section of FAS 410 in Baker County has been examined and found to be consistent with the project as discussed with the county and approved by the Highway Commission. The field estimate is within the funds available to Baker County.

Cancellation of the proposed project on FAS 411 and placing all available funds on FAS 410 is in accordance with alternative reserved by the county and approved by the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: V. G. O'Neil

[illegible]
Harold C. Ayers

January 30, 1953

Baker County Court

Baker, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the projects in Baker County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Baker County, this will be approximately $9,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:[illegible]
Att.

NOTED
J. W. CATTRALL

70-510
+ 511

[illegible]
Harold C. Ayers

January 30, 1953

Baker County Court

Baker, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the projects in Baker County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Baker County, this will be approximately $9,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:[illegible]
Att.

NOTED
J. W. CATTRALL

Fav 510
+ 511

BAKER COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $45,000
1955 - $44,000

PROPOSED PROJECTS:

1954 - FAS 510 from Richland to New Bridge, a distance of approximately 2.4 miles. Place crushed rock levelling course, binder course, and 20' wide 0-11. Estimated cost based on 4"X24' level course is $37,000.

FAS 511 from Richland to the cemetery, a distance of approximately 1 mile. Place pit run base, crushed rock levelling course, binder course, and 20' wide 0-11. Estimated cost based on 9"X24' pit run material, 2"X24' crushed rock level course, is $18,000.

1955 - To be selected at a later date.

REMARKS: The county has requested that the 1954 project be confined to one year's allocation of FAS funds with FAS 510 having first priority for improvement. After estimates for both FAS 510 and 511 based on field survey are available, the county wishes to be consulted. If estimated total exceeds programmed amount (as the present estimate does) the county plans to either furnish the additional funds required or perform certain preliminary work such as placing pit run base to reduce the FAS project costs within available funds. If this cannot be accomplished, the project on FAS 511 will be cancelled.

FORREST L. HUBBARD, Circuit Judge
C. T. GODWIN, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
BILL VERMILLION, Assessor
MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon
Baker, Oregon

September 22, 1952

File Baker Co
FAS 510

Mr. John W. Cattrall
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

We are requesting that you give as our preference for the the first project under the new Federal Aid program, our New* Richland road, FAS number 510. We are sure that we will be able to match our part of the 44.000.00, but will not be able to tell you at this time as to the amount in excess that we might have. We would like to have this project in 1954, and would be interested in knowing the balance over and above the $44,000.00 it would require to get it.

It was good seeing you and the others in Enterprise.

With best regards, I remain,

Yours very truly,

Lloyd Rea

Lloyd Rea
County Judge

RECEIVED
SEP 24 1952

RECEIVED
SEP 24 1952
OREGON
STATE HIGHWAY COMMISSION

FORM E-129X 26M 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 6, 1952

NOTED
Harold C. Ayers

Oregon State Highway Commission

FAS 510

NOTED
J. F. HAGEMANN

Gentlemen:

I attach hereto a copy of a resolution which has been adopted by the County Court of Baker County, requesting a survey of the county road between Richland and New Bridge, which is on the federal-aid secondary system. Attached to the resolution is a copy of a letter submitting the resolution to Mr. Cattrall, County and City Relations Engineer, by Lloyd Kee, County Judge.

Evidently Judge Kee received the impression at the last Commission meeting that the survey would be ordered if the Court asked for it. I personally do not recall any such commitment.

At the present time we are surveying the so-called Pocahontas Loop road out of Baker, and any funds that are available for county roads in Baker County have been earmarked for this road by request of the Baker County Court. I see no reason to make any survey of the New Bridge-Richland Road until such time as there is a possibility of allocating funds for such work.

Our engineering personnel are still very busy on our tentative construction program, and we should not undertake work on county roads before there is some assurance that construction will follow in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
MAR 6 1952
ENGINEER

Attachment

cc Mr. Williams
Mr. Cattrall ✓
Mr. Smith

C
O
P
Y

RESOLUTION

WHEREAS, the road between Richland, Oregon, and New Bridge, Oregon, is a county road, being designated No. 510 under the Federal Aid System; and,

WHEREAS, according to a 1951 traffic count, this road was daily traveled by 715 vehicles at one end thereof and by 401 vehicles at the other end thereof; and,

WHEREAS, Baker County has been unable to maintain properly said road in its present condition; and

WHEREAS, in the judgment of the Baker County Court it is, and will be, for the best interests of the general public, and for Baker County in particular, that said road be surveyed to determine the cost of reconstruction, realignment and resurfacing thereof; now therefore,

BE IT RESOLVED, that the State Highway Commission be and it hereby respectfully is requested to survey the county road between Richland, Oregon and New Bridge, Oregon to determine the cost of reconstruction, re-alignment and resurfacing thereof.

BY ORDER OF THE COUNTY COURT
OF BAKER COUNTY

/s/ Lloyd Rea
County Judge

/s/ R. K. Phipps
Commissioner

/s/ Gill C. Wright
Commissioner

I hereby certify that this is a true and correct copy of a resolution adopted by the County Court of Baker County on the 23rd day of February, 1952.

GRANT A. YOUNG
Grant A. Young, County Clerk

SEAL

By /s/ Gladys M. Sutton
Deputy

NOTED
Harold [illegible] Ayers

NOTED
J. F. HAGEMANN

February 29, 1952

Honorable Lloyd Rea
Baker County Judge
Baker, Oregon

Dear Sir:

I wish to acknowledge receipt of your letter of February 23. Your resolution has been turned over to Mr. Williams for further handling.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

FORREST L. HUBBARD, Circuit Judge
C. T. GODWIN, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
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THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUA. SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon
Baker, Oregon

February 23, 1952

Mr. John W. Cattrall
City and County Relations Dept.
State Highway Department
Salem, Oregon

Dear John:

Enclosed you will find the resolution as passed by the Baker County Court regarding the survey on the New Bridge-Richland road. This is number 510.

As you will probably recall, this w s brought out in verbal conversations at the meeting in Portland on Jan. 31, and Feb. 1, 1951. We were ask to get the resolution in and they would then get at the survey as soon as they possible could.

We sure have had a rough time up here with the snow. Our winter has not been bad, that is as to cold weather, but boy, how the wind has blown.

Thnaks again for this and the many past favors, I remain,

Yours very truly,
Lloyd Rea
Lloyd Rea
County Judge

RECEIVED
FEB 25 1952
ENGINEER
COUNTY RELATIONS

RESOLUTION

WHEREAS, the road between Richland, Oregon, and New Bridge, Oregon, is a county road, being designated No 510 under the Federal Aid System; and,

WHEREAS, according to a 1951 traffic count, this road was daily traveled by 715 vehicles at one end thereof and by 401 vehicles at the other end thereof; and,

WHEREAS' Baker County has been unable to maintain properly said road in its present condition; and,

WHEREAS, in the judgment of the Baker County Court it is, and will be, for the best interests of the general public, and for Baker County in particular, that said road

WHEREAS, the road between Richland, Oregon, and New Bridge, Oregon, is a county road, being designated No 510 under the Federal Aid System; and,

WHEREAS, according to a 1951 traffic count, this road was daily traveled by 715 vehicles at one end thereof and by 401 vehicles at the other end thereof; and,

WHEREAS' Baker County has been unable to maintain properly said road in its present condition; and,

WHEREAS, in the judgment of the Baker County Court it is, and will be, for the best interests of the general public, and for Baker County in particular, that said road be surveyed to determine the cost of reconstruction, re-alignment and resurfacing thereof; now therefore,

BE IT RESOLVED, that the State Highway Commission be and it hereby respectfully is requested to survey the county road between Richland, Oregon and New Bridge, Oregon to determine the cost of reconstruction, re-alignment and resurfacing thereof.

BY ORDER OF THE COUNTY COURT OF BAKER COUNTY

/s/ LLOYD REA
County Judge

/s/ R. M. PHIPPS
Commissioner

/s/ GILL C. WRIGHT
Commissioner

I hereby certify that this is a true and correct copy of a resolution adopted by the County Court of Baker County on the 23rd day of February 1952.

GRANT A. YOUNG
Grant A. Young, County Clerk

By Gladys M. Sutton
Deputy

April 23, 1951

FAS 510
Baker Co.

Mrs. David Densley, Secretary
Eagle Valley Center of Baker County Farm Bureau
Richland, Oregon

NOTED
J. W. CATTRALL

Dear Madam:

Enclosed please find sheet 1 of the traffic station map of Baker County. On this map are the traffic volume figures you requested in your letter of February 21. Traffic volumes are indicated in red for the approximate location where the traffic counts were made. These counts were made on April 4, 1951, and show a total of all vehicles passing these points during a twenty-four hour period.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

FORM E-90 25M 8-50 43288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1951

SUBJECT:

To: Mr. John W. Cattrall
City & County Relations Engineer

In accordance with your request for traffic counts on F.A.S. Route No. 510 (Richland-New Bridge County Road) the following is submitted:

> Baker County map, sheet No. 1, on which are indicated in red, traffic volume counts that were obtained April 4, 1951. These totals are for all vehicles for a 24 hour period.

F. B. Crandall
Traffic Engineer

Attachment

34[illegible] South of New Bridge
451 North of Richland

RECEIVED
APR 10 1951

FA S 510

March 8, 1951

NOTED
J. W. CATTRALL

Mrs. David Densley, Secretary
Eagle Valley Center of Baker County Farm Bureau
Richland, Oregon

Dear Madam:

I am replying to your letter of February 21 in which you request a traffic count on the road between Richland and New Bridge.

I have referred your request to our Traffic Engineering Department; and they have informed me that as soon as the weather and their counting schedule will permit, they will endeavor to make a traffic count on this road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

cc: Traffic Department

Salem, Oregon
March 8, 1951

NOTED
J. W. CATTRALL

Mr. F. B. Crandall
Traffic Engineer

Attention: Mr. Al Head

Reference is made to our recent telephone conversation regarding a traffic count on the Richland-New Bridge county road.

This road is on the Federal Aid Secondary System, Route No. 510.

If it is possible to work this into your counting schedule, it will be appreciated.

John W. Cattrall
Engineer, County and City Relations

JWC:MM

NOTED
J. W. CATTRALL

Richland, Oregon
Feb. 21, 1951

FAS 510

Dear Mr. Cattrall;

The Eagle Valley Center of Baker County Farm Bureau is desirous of having a three mile piece of road between Richland and New Bridge oiled.

Although we realize this road is now county property, we would like to have it a state road. Would it be possible to have a road counter placed on this section soon?

This road is heavily traveled, being used by the school bus, farmers and sportsmen.

An early reply would be appreciated.

Sincerely,

Mrs. David Densley

Mrs. David Densley
Sec. Treas.

RECEIVED
MAR 5 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAR 5 1951
OREGON
STATE HIGHWAY COMMISSION

S-132(1) Twin Bridges-Muddy Cr. Sec. 1953
of the Beaver Cr.-Greenberry
3993 Road.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Form A-150 10M 12-52

NOTED
V. R. JONES

FAS 216

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

RECEIVED
MAY 19 1954
ENGINEER
[illegible] RELATIONS

Benton County
Corvallis, Oregon

Attn: County Court

Contract 3993

Invoice No. 33650
Date May 13, 1954
Your Req. No.
Billing Request No. CC [illegible].
Credit distribution: 502-1027-297

Final billing County share total cost of Twin Bridges-Muddy Creek County FAS project, Benton County.
Covered by agreement dated June, 19[illegible], which provides county will pay 50% of difference between total cost and federal funds collected for this project.

Initial deposit	4,800.00		
Partial transfer	4,000.00		
Balance Advance Deposit			800.00
Total Cost of Project	20,839.92		
Federal Government Coop.	12,717.00		
Balance	$ 8,122.92		
County share - 50%		4,061.46	
Credit for partial transfer		4,000.00	
Balance due from County			61.46
To be refunded			$738.54

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
317

July 1, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-139 (2), Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Road in Benton County, we hereby concur as of this date in award of contract to Central Paving Co. of Independence, Oregon, low bidder in the amount of $9,154.50 at the June 24, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 1, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-139 (2), Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Road in Benton County, we hereby concur as of this date in award of contract to Central Paving Co. of Independence, Oregon, low bidder in the amount of $9,154.50 at the June 24, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED

RECEIVED

[illegible]

3113

July 1, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for base construction and oiling on the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry County Road in Benton County, Project S-139 (2), to the Central Paving Co. of Independence, Oregon, on the basis of the bid of $9,154.50 submitted on June 24, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

FORM E-30 25M 9-51 52015

S-139(1)

3113

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date Benton County's advance deposit of $2,000 in connection with the Twin Bridges-Muddy Creek Section of FAS 206. This project is now clear for award of a contract.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: Mr. S. H. Probert

RECEIVED
JUN 21 1954
FOR FILING

8 1.9 11

3973

June 18, 1954

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Benton County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Benton County covering the Twin Bridges-Muddy Creek Section county FAS project in Benton County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

NOTED
V. R. JONES

May 18, 1954

Benton County Court
Court House
Corvallis, Oregon

FAS 206

NOTED
Harold C. Ayers

Gentlemen:

Final costs on the Twin Bridges-Muddy Creek County FAS project are now available and it has been determined that the agreed County share of these costs if $4,061.46. As the County initially deposited $4,800 a refund of $738.54 will be made within the next week or ten days. This refund will be made by means of a check from our Accounting Department which will be accompanied by an "Itemized Statement of Final Costs."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
HAGEMANN

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 1, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3993	3-final	A. H. SAXTON & SON	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1388	R-86025	$ 569.35	1.28.54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: Oct. 6, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-1-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

a a Wicklander

2-2-54

RECEIVED
JAN 19 1954
FOR FILING

January 19, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3993 for work performed on the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Road in Benton County was completed by the contractor, A. H. Saxton & Son, on October 6 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of $569.35 will be released to the contractor on or after January 29, 1954. The total contract amount is $19,099.46, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD

1-19-54, gl

S-139(1)
Contract 3993

NOTED
Harold C. Ayers

November 5, 1953

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 3993, Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Road, FAS 206, in Benton County was completed on October 10, 1953.

Under the terms of the maintenance agreement signed by the County on June 15, 1953, and by the Highway Commission on June 26, 1953, the County now assumes maintenance of and continues jurisdiction over the above project as of date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM

RECEIVED
OCT 26 1953
FOR FILING

S-1274

311

October 23, 1953

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to A. H. Saxton & Son on contract No. 3993, for grading and surfacing on the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Road in Benton County.

This payment, in the amount of $14,674.29, will be released to the contractor on or after November 2, 1953. The retained percentage is $573.10.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD

10-23-53

Form E-1—10M

5-1[illegible](1)

OREGON STATE HIGHWAY DEPARTMENT

FINAL

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10, 1953

Section Muddy Creek
Kind of work Grading and Paving
Highway Beaver Creek-Greenbury Road
Section prefix 502-1027-900
Contractor A.H. Saxton & Son
Contract number 3993
Date of contract July 6, 1953
Date of completion October 31, 1953
Date work started August 25, 1953
Estimated date of completion October 5, 1953
Amount of contract $ 22,042.19
Per cent of time elapsed 82 %
Estimated cost of completed project, exclusive of engineering $ 20,150.00
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date $ 1606.00, 95 %
Date project was completed October 9, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job complete.

Robert Whitby on exchange time Monday, Tuesday, and Wedensday

James Duval on exchange time Friday

NOTED

NOTED
FORREST COOPER

Signed David H Mehring

Address Box 110 Corvallis, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.069	1.069			
Miles partially completed	1.069	1.069			
Miles completed	1.069	1.069			
Total estimated quantities	3997 [illegible]	6712 Base 902 Leveling			
Estimated quantities moved or placed to date	3997	6712 Base 902 Leveling			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Rain		
Saturday			

State Printing

RECEIVED
OCT 1[illegible] 1953
FOR FILING

[illegible]
3993

October 9, 1953

C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 1[illegible], 1953 on Contract No. 3993, Twin Bridges-Muddy Creek Section, in Benton County in connection with Federal Aid Project No. S-139 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

[illegible]. W. Stiffler
Assistant State Highway Engineer

DB:eg

cc: John Cattrall

Form PR 2 (Revised 1950)

CPR8

State Oregon

Federal Aid Secondary Project No. S-139(1)

S-121(1)

[illegible]

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of fourteen thousand, three hundred and 00/100 dollars ($14,300.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources Cash deposited by Benton County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 236+08 in the NE 1/4, Section 7, T. 13 S., R. 5 W., W.M., and survey station 292+54 in the NE 1/4, Section 8, T. 13 S., R. 5 W., W.M., except stations 285+37 to 287+23, length 1.034 miles, in Benton County, being Oregon Federal Aid / Secondary project No. S-139(1), consisting of 1.034 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fourteen thousand, three hundred and 00/100 dollars ($14,300.00), which does not exceed the authorized Federal pro rata share of twenty-three thousand, two hundred two and 30/100 dollars ($23,202.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M. K. McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

RECEIVED
SEP 23 1953
DIVISION 8

SEP 2

SEP 25 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-139 (1)

TWIN BRIDGES—MUDDY CREEK SECTION
OF THE BEAVER CREEK-GREENBERRY ROAD IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 2010
Roadway (Sta. 236+08 to Sta. 285+37) (Sta. 287+23 to Sta. 292+54)
(Contract No. [illegible])

All Required		Clearing and Grubbing		$ 1,200.00
150	cu. yds.	Structural Excavation, Unclassified	$ 3.00	450.00
3,800	cu. yds.	General Excavation, Unclassified	0.60	2,280.00
9,500	yd. stas.	Short Overhaul	0.02	190.00
160	M-yd. stas.	Long Overhaul	0.50	80.00
1.03	mile	Finishing Roadbed and Slopes	750.00	772.50
20	lin. ft.	48-inch Corrugated Metal Pipe	17.50	350.00
All Required		Removing and Reinstalling Sloped Ends		100.00
390	lin. ft.	12-inch Concrete Pipe	1.80	702.00
90	lin. ft.	18-inch Concrete Pipe	2.65	238.50
8,100	cu. yds.	Coarse Material in Surfacing	1.40	11,340.00
950	cu. yds.	3/4" - 0 Material in Surfacing	3.00	2,850.00
180	M-gal.	Sprinkling	3.00	540.00
			Subtotal	$21,093.00
			10% Engr. & Cont.	2,109.30
			Total	$23,202.30

Length of Roadway	1.034 Miles
Length of Structure	0.035 Mile (Exception)
Total Length	1.069 Miles
Cost per Mile, Roadway	$22,439.36

Federal Funds	$14,300.00
State Funds	4,451.15
County Funds	4,451.15
	$23,202.30

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-139 (1)

TWIN BRIDGES-MUDDY CREEK SECTION
OF THE BEAVER CREEK-GREENBERRY ROAD IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 3, 1953

Type Code 2010
Roadway (Sta. 236+08 to Sta. 285+37)(Sta. 287+23 to Sta. 292+54)

All Required		Clearing and Grubbing		$ 500.00
150	cu. yds.	Structural Excavation, Unclassified	$ 3.50	525.00
3,800	cu. yds.	General Excavation, Unclassified	0.60	2,280.00
9,500	yd. sta.	Short Overhaul	0.02	190.00
160	C-yd. sta.	Long Overhaul	0.60	96.00
1.03	miles	Finishing Roadbed and Slopes	600.00	618.00
20	lin. ft.	48-inch Corrugated Metal Pipe	22.00	440.00
All Required		Removing and Reinstalling Sloped Ends		20.00
390	lin. ft.	12-inch Concrete Pipe	2.00	780.00
90	lin. ft.	18-inch Concrete Pipe	3.50	315.00
8,100	cu. yds.	Coarse Material in Surfacing	1.85	14,985.00
950	cu. yds.	3/4" - 0 Material in Surfacing	3.25	3,087.50
180	M-gal.	Sprinkling	3.00	540.00
			Subtotal	$24,376.50
			10% Engr. & Cont.	2,437.65
			Total	$26,814.15

Length of Roadway	1.034 miles
Length of Structure	0.035 mile (Exception)
Total Length	1.069 miles
Cost of Roadway per mile	$25,932.44

Federal Funds	$16,600.00
State Funds	5,107.07
County Funds	5,107.08
	$26,814.15

BENTON COUNTY COURT
CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

September 2, 1953

Mr. John W. Cattrall
Engineer, County & City Relations
Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Twin Bridges-Muddy Creek FAS project
Greenberry Road project

Dear Mr. Cattrall:

Enclosed herewith please find an executed agreement supplementary to the Everett Hunter option - File No. 20421. Item No. 3, obligating the County to construct a stock watering pool has been eliminated and a cash settlement of $600.00 substituted therefor.

For the County Court

Aubrey H Bond
Aubrey H. Bond
Commissioner

AHB:la
Enc.

RECEIVED
1953
[illegible]

RECEIVED
SEP 3 1953
OREGON
STATE HIGHWAY COMMISSION

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

September 2, 1953

Mr. John W. Cattrall
Engineer, County & City Relations
Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Twin Bridges-Muddy Creek FAS project
Greenberry Road project

Dear Mr. Cattrall:

Enclosed herewith please find an executed agreement supplementary to the Everett Hunter option - File No. 20421. Item No. 3, obligating the County to construct a stock watering pool has been eliminated and a cash settlement of $600.00 substituted therefor.

For the County Court

Aubrey H Bond

Aubrey H. Bond
Commissioner

AHB:la
Enc.

RECEIVED
1953

RECEIVED
SEP 3 1953
OREGON
STATE HIGHWAY COMMISSION

Copy

FILE NO. 20421

Agreement supplementary to, and made a part of, REAL ESTATE OPTION:

Grantor, Everett L. Hunter, of real estate for right of way, Beaver Creek County Road No. 24.

Condition No. 3, obligating the County to construct a stock watering pool, is hereby cancelled, and made of no effect.

In lieu thereof the County shall, in the usual course and through the usual channels of auditing claims against the County, pay the sum of SIX HUNDRED DOLLARS ($600.00) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

Dated this 1st day of September, 1953.

Witnesses:

(sgd) Aubrey H. Bond

(sgd) Jake Ackerman

Everett L Hunter (sgd)
Everett L. Hunter

COPY

S-139(1)

3993

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 1st, 1953

NOTED
W. C. WILLIAMS

To:
Mr. J. D. Walker
Division Engineer
Building

SUBJECT:

Dear Sir:

The subcontract between A. H. Saxton & Sons and the Diamond Rock Company covering items 1 to 10 inclusive and Item 13 on the Twin Bridges-Muddy Creek Contract No. 3993, Oregon S-139(1), is approved, and you may so inform the interested parties.

Two copies of the subcontract are returned herewith.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams
C. G. Polk - 2

RECEIVED
SEP 1 1953
FOR FILING

S-139(1)

3993

August 28, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 25, 1953 on Contract No. 3993, Twin Bridges-Muddy Creek Section, in connection with Federal Aid Project No. S-139 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

MCW:tp

RECEIVED
JUL 27 1953
FOR FILING

[illegible]

[illegible]

July 24, 1953

A. H. SAxton & Son
Route 2
Corvallis
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3993, which was awarded to you on July 6, 1953 by the State Highway Commission, covering grading and surfacing on the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Road in Benton County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

Form A-150 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 23301

Date July 8, 1953

Your Req. No.

Billing Request No. CC 53

Credit distribution: 502-1027-297

Benton County
Corvallis, Oregon

Twin Bridges-Muddy Creek County FAS Project in Benton County covered by agreement dated June, 1953.
Partial transfer of county share of total cost.
The total deposit is $4,800 of which $800 is to remain in the advance deposit fund.

	Advance Deposit	4,800.00
		4,000.00
See Above	To be retained	$ 800.00

PAYMENT OF [illegible]
Received with [illegible] $
By Hen

John W. Cattrall
Engr., Co. & City Relations

NOTED
J. F. HAGEMANN

Form A-150 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No.	23501
Date	July 8, 1953
Your Req. No.	
Billing Request No.	CC 53
Credit distribution:	502-1027-297

Benton County
Corvallis, Oregon

Twin Bridges-Muddy Creek County FAS Project in Benton County covered by agreement dated June, 1953.
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The total deposit is $4,800 of which $800 is to remain in the advance deposit fund.

	Advance Deposit	4,800.00
		4,000.00
See Above	To be retained	$ 800.00

[illegible]
Received with [illegible] $
By

John W. Cattrall
Engr., Co. & City Relations

NOTED
J. F. HAGEMANN

July 7, 1953

NOTED
J. W. CATTRALL

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $4,800 in connection with the Twin Bridges - Muddy Creek County FAS project. A contract has been awarded and a copy is being forwarded you under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engr., Co. & City Relations

NOTED
J. F. HAGEMANN

RECEIVED
FOR FILING

3-13(1)

3993

July 6, 1953

A. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission on June 26th accepted your proposal for grading and rock surfacing on the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Benton County Road for the sum of $21,093.00, and on the same day awarded Contract No. 3993 to you subject to concurrence from the Bureau of Public Roads and provisions made by Benton County for the deposit of $4,800.00. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Fransen
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

attached for information

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE ☐	LETTER TELEGRAM ☐
VICTORY LETTER ☐	SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 6, 1953
11:30 a.m.

A. H. Saxton & Son

Corvallis, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Twin Bridges-Muddy Creek Section of Beaver Creek-Greenberry Road in Benton County for which you submitted low bid on June 26. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMation
Accounting (5001-900)
~~Files~~
C. W. Head

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-139(1), Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Road in Benton County, we hereby concur, as of this date, in award of contract to A. H. Saxton and Son of Corvallis, Oregon, low bidder in the amount of $21,093.00 at the June 26, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUL 7 1953
FOR FILING

S-139(1)

3993

July 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and rock surfacing construction on the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry County Road in Benton County, Project S-139 (1), to A. H. Saxton & Son of Corvallis, Oregon, on the basis of the bid of $21,093 submitted on June 26, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

cc Mr. S. H. Probert

RECEIVED
FOR FILING

5-137(1)

3993

Salem, Oregon
July 6, 1953

C
O
P
Y

Mr. W. C. Williams
OFFICE

We have received this date advance deposits from Baker, Benton and Malheur Counties in the amount of $13,950, $4,800 and $5,600 respectively. The New Bridge-Richland, Twin Bridges-Muddy Creek and Forest Boundary-Lapine Junction projects are now Clear and are ready for award of a contract.

John F. Cattrall
Engineer, County and City Relations

By

/s/ John F. Hagemann

John F. Hagemann
Assistant Engineer

cc: S. H. Probert

RECEIVED
JUL 6 1953
FOR FILING

5-139(1)

3993

July 3, 1953

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Benton County one fully executed copy each of a Maintenance Agreement and a Finance Agreement between the State Highway Commission and Benton County covering the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry County Road, FAS 206.

Yours very truly

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUL 8 1953
FOR FILING

S-13[illegible]

2[illegible]

file

~~MISC. CONTRACTS and AGREEMENTS No.~~

Mai 159
Fin 16

Salem, Oregon
July 3, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three fully executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Benton County covering the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry County Road, FAS 206.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Benton County Court.

Yours very truly,

Secretary

[illegible]
Attach: 6

FORM E-30 37,500 4-53 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Herewith three copies of a finance agreement signed by the Benton County Court covering the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry County Road, FAS 206, in Benton County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-26-53

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
H B Glaisyer
Secretary 7-6

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO Glaisyer
By [illegible]

Attached are seven copies of a maintenance agreement signed by the Benton County Court covering the Twin Bridges-Muddy Creek Section of the Beaver Creek County Road, FAS 206, in Benton County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JG:MM
Att.

Bids are to be received for this work on 6-26
7-Query

FORM E-90 25M 9-51 52318

NOTED
J. W. CATTRALL

NOTED
Harold C. Ay

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 30, 1953

SUBJECT: File No. 20423
Beaver Creek School-Muddy Creek Sec.
Beaver Creek County Road

To: Mr. John W. Cattrall
County and City Relations Engr.
Office

Attention: Mr. John F. Hagemann

Dear Sir:

On the description of Vardyn Buchanan and Mary Buchanan on which Benton County secured an option we note that there was a typographical error in the area. The area should be 0.4 acre and not 0.04 acre as typed on the option form.

Yours very truly,

R. L. PORTER
Right of Way Engineer

By EF
Earl F. Saling
Right of Way Office Mgr.

EFS/bdr
cc

NOTED
J. F. HAGEMANN

RECEIVED
[illegible] 1 - 1953
ENGINEER

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

June 30, 1953

Mr. A. H. Bond
Benton County Commissioner
Courthouse
Corvallis, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Our Right of Way Division has checked the descriptions on the options for right of way in connection with the Twin Bridges-Muddy Creek FAS project and the following errors have been found:

File No. 20419 - The second line of the description should be corrected to read "98 feet South" rather than "98 feet North" as appears on the option.

File No. 20421 - Same correction as for File No. 20419.

File No. 20423 - The area involved which appears in the next to last line should be "0.4 acres" rather than "0.04 acres."

If you would make these corrections in preparing the deeds, together with the correction on File No. 20420 which you already have, all errors will have been corrected.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 25, 1953

SUBJECT: File No. 20419
File No. 20420
File No. 20421
Beaver Creek School-Muddy Creek Section
Beaver Creek County Road

To: Mr. John W. Cattrall
County and City Relations Engr.
State Highway Department
Office

Attention: Mr. John F. Hagemann

Dear Sir:

A few days ago your department called to our attention that the tie to the Northwest corner of D. L. C. No. 41 on File No. 20420 (Francis Edward Jacobs) was in error in that the tie should have been 98 feet South of the Southwest corner of D. L. C. No. 40. We believe you have already advised Benton County of this error in our description.

A further check of adjacent File No. 20419 and File No. 20421 (Charles T. Starr, et al, and Everett L. Hunter, respectively) reveals that these descriptions were also in error as they stated the same center line station. Mr. McCallister has checked these descriptions but leaves them tied to the Northwest corner of D. L. C. No. 41 as the right of way lies in said D. L. C. The only error in the description is that the point should be 98' South of the Northwest corner of said D. L. C. No. 41. You will note that the Southwest corner of D. L. C. No. 40 and the Northwest corner of D. L. C. No. 41 are one and the same point.

Benton County probably should be advised of this error in our descriptions for Files 20419 and 20421. However, it is obvious what corner was intended and no doubt the attorney would accept the deed even with the North instead of the South reference if the deed has already been recorded.

Yours very truly,

R. L. PORTER
Right of Way Engineer

By Earl F Saling

EARL F. SALING
Right of Way Office Mgr.

RECEIVED
JUN 29 1953
ENGINEER
COUNTY [illegible] RELATIONS

EFS/bdr

NOTED
Harold C. Ayers

June 29, 1953

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

On June 26th the Highway Commission received a satisfactory bid from A. H. Saxton & Son of Corvallis for the construction of the Twin Bridges-Muddy Creek Section of FAS 206. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Bid Items	$21,093.00
12-1/2% Engineering and Contingencies	2,636.63
Estimated Total Cost	$23,729.63
Advance Deposit of 20%	$ 4,800.00

Please make this deposit by means of a warrant or check in the amount of $4,800 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Based on this estimate, Benton County will have approximately $70,000 ($23,000 balance of fiscal year 1954 funds plus $47,000 fiscal year 1955 funds) available for programming next year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
Harold C. Ayers

Salem, Oregon
June 19, 1953

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Herewith three copies of a finance agreement signed by the Benton County Court covering the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry County Road, FAS 206, in Benton County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

NOTED
Harold C. Ayers

Salem, Oregon
June 19, 1953

Mr. Earl Saling
R/W Office Manager

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Enclosed are copies of right of way options and a quitclaim deed covering all right of way to be obtained by Benton County in connection with the Twin Bridges-Muddy Creek project on FAS 206.

Files nos. 20,419, 20,420, and 20,421 are apparently in error insofar as the descriptions and D.L.C. numbers are concerned in locating station 254+82.22. Please furnish this office with corrected descriptions for these options so that we may advise the county.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

June 19, 1953

Mr. Aubrey H. Bond
Benton County Commissioner
Corvallis, Oregon

NOTED
J. W. Cattrall

Dear Sir:

This is to acknowledge receipt of options for our Right of Way Files Nos. 20,419 and 20,421 in connection with the Twin Bridges-Muddy Creek FAS project. This completes the acquisition of right of way for this project.

We will forward corrected descriptions for files nos. 20,419; 20,420; and 20,421 as soon as these descriptions are furnished by our Right of Way Department. The corrections may be made upon the options and should be made when a deed is taken.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

June 19, 1953

Mr. Aubrey H. Bond
Benton County Commissioner
Corvallis, Oregon

NOTED
J. W. Cattrall

Dear Sir:

This is to acknowledge receipt of options for our Right of Way Files Nos. 20,419 and 20,421 in connection with the Twin Bridges-Muddy Creek FAS project. This completes the acquisition of right of way for this project.

We will forward corrected descriptions for files nos. 20,419; 20,420; and 20,421 as soon as these descriptions are furnished by our Right of Way Department. The corrections may be made upon the options and should be made when a deed is taken.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

BENTON COUNTY COURT
CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

June 18, 1953

Mr. John W. Cattrall
Engineer, County & City Relations
Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Greenberrry Road Project

Dear Mr. Cattrall:

Enclosed herewith please find signed and witnessed Real Estate Option forms for items Nos. 20419 and 20421. These papers complete the file of right of way options to be furnished by Benton County.- Nos. 20416-8 inc., 20420, and 20422-5 inc., have been furnished to you previously. In the cases of 20419 and 20425, acceptable quit claim deeds had to be substituted on account of confused previous ownerships.

Insofar as this office is aware, the way is now clear to open bids, and award contract for the project.

For the County Court

Aubrey H Bond
Aubrey H. Bond
Commissioner

AHB:la
Enc.

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

June 16, 1953

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

RECEIVED
[illegible] 1953

State Highway Commission
Salem, Oregon

Attention: John W. Cattrall
Engineer, County and City Relations

Gentlemen:

Reference is made to your letter dated June 10, 1953, listing certain documents enclosed therein, - with instructions as to disposition thereof.

In compliance with instructions in fifth paragraph, there are returned herein enclosed, all (3 of finance and 7 of encroachment) copies of the agreements, and six copies of the resolution, all properly attested by the Benton County Clerk.

Also, please find photo-copy of quit claim deed in the case of right of way item No. 20425, as arranged for in our conference of yesterday.

About five minutes after taking the description of the Jacobs property over the telephone, the mailman brought a special delivery with the option all signed up. State's copy enclosed herewith.

Yours very truly,

For the County Court

Aubrey H Bond

Aubrey H.Bond
Commissioner

AHB:la
Enc.

1(

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

June 16, 1953

Mr. John W. Cattrall
Engineer, County & City Relations
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cattrall:

Since receiving, over the telephone, your corrections to the land description of the Jacobs property taken for right of way No. 20420, I note that Nos. 20419, and 20421 are very similar. Are they, too, in error?

In haste,

Aubrey H Bond

Aubrey H. Bond
Commissioner

AHB:la

Oregon Project S-139(1)
FAS 206

RESOLUTION

6-15-53

WHEREAS, a County Road in Benton County, State of Oregon, known as the Beaver Creek-Greenberry County Road, is routed through the County of Benton, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Benton County, the section adopted for improvement being more particularly described as follows; to wit:

From the Philomath-Bellfountain Road easterly to Muddy Creek, a distance of 1.07 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Benton will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Benton

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Beaver Creek-Greenberry County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

JUL 1 1953

Passed by the County Court of Benton County, Oregon, this 15th day of June, 1953.

Attest:

Ralph P. Schindler
County Clerk

By
County Judge

By Walter Schmitt
County Commissioner

By Aubrey H. Bond
County Commissioner

Form cc-12
Page 2

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RECEIVED
JUN 30 1953
FOR FILING

5-1371

[illegible]

June 29, 1953

A. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 accepted your bid in the amount of $21,093.00 for construction of the grading and rock surfacing of the Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Road, south of Corvallis in Benton County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and Benton County has made provisions for the deposit of $4,800.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: H. G. Smith
S. H. Probert
W. W. Fransum, SIAC

1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 11, 1953

S-139 (1)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-139(1), Twin Bridges-Muddy Creek Section of the Beaver Creek-Greenberry Road, have today been recommended for approval subject to such changes as may be required by our Division Engineer and further subject to the condition that the bridge at station 286+30 be posted for narrow width and loading.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please submit the usual copies of encroachment and maintenance resolutions by the county court.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

May 11, 1953

NOTED
J. F. HAGEMANN

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

Enclosed are option forms for property to be acquired by Benton County for right of way in connection with the Twin Bridges-Muddy Creek FAS project. Also included is a list of these options by Highway Department right of way file number.

Under separate cover we are forwarding two prints of a map, number 7B-21-4, showing the property to be acquired.

To permit contracting at the June Highway Commission meeting, all right of way should be obtained by June 19th. Please return one signed copy of each option or deed, whichever is obtained.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

7aa206

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1953

SUBJECT:
Beaver Creek School-Muddy Creek Sec.
Beaver Creek County Road (Route 24)
Benton County

To:
Mr. John W. Cattrall
County & City Relations Engr.
OFFICE

Dear Mr. Cattrall:

Herewith are option forms, in quadruplicate, for property to be acquired by Benton County for right of way for the Beaver Creek School-Muddy Creek Section of the Beaver Creek County Road, together with statements of information.

We are also sending you two prints of 7B-21-4, on which we have stamped our date of May 4, 1953. This project is scheduled for letting in June 1953.

FILE NO.	NAME	AREA
20416	Samuel L. Postlethwaite	0.5 acre
20417	Hollas Evans	0.43 acre
20418	Marie M. Smith & Mahlon T. Smith.	0.51 acre
20419-c	Charles T. Starr et al	600 sq. ft.
20420-c	Francis Edward Jacob et ux	0.06 acre Louise F. Jacobs.
20421-c	Everett L. Hunter	0.6 acre
20422	~~Fred J.~~ Buchanan	0.18 acre
20423	Vardyn Buchanan	0.04 acre
20424	Herbert Wray - & Ethel June Lester	0.4 acre
20425	Willamette Grange No. 52	0.04 acre

Very truly yours,

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AE:ia

Encls.

cc - R. L. Porter
- H. G. Benson, with copy of map

RECEIVED
8 - 1953
ENGINEER
COUN[illegible]IONS

NOTED
J.F. HAGEMANN

2-6

NOTED
Harold C. Ayres

State Highway Commission 99W
Corvallis, Oregon
April 17, 1953

NOTED
J. W. CATTRALL

Oregon State Highway Commission

Salem, Oregon

Attention: J. W. Cattrall
Engineer, County and City Relations

Gentlemen:

I hereby agree to permit the State's contractor to take gravel from the Payne gravel pit for use by the contractor in constructing the Twin Bridges-Muddy Creek Section of the Beaver Creek County Road upon the payment by the contractor of a royalty of .10¢ per cubic yard.

Very truly yours,

W. J. Payne
W. J. Payne

P.S. (Except for one contractor who is in arrears on payments for gravel previously furnished.) Ramsey Constr. Co., Corvallis

No good with qualification. No copies forwarded. J.F.H.

Benton
72-206

Salem, Oregon
April 14, 1953

NOTED
Harold C. Ayers

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Be letter of April 13 the Benton County Court has requested that the proposed 1954 County Road FAS project in that county be confined to the section extending from the existing oil at Muddy Creek to the Philomath-Bellfountain County Road No. 1, a distance of 1.1 miles. The Court has further requested that the 1954 fund project be confined to grading and rock base and surfacing with an oil mat to be placed next year with 1955 funds after the improved section has gone through a winter.

As originally proposed, the project was to extend from Muddy Creek westerly as far as available funds ($47,000) would permit. The field data was worked up on this basis for a total project length of 2.19 miles; however, upon being contacted for approval of the plans and specifications, the Court requested the above revision due to anticipated difficulties in obtaining additional right of way on the section west of County Road No. 1. The funds required for the revised project will be considerably less than those approved for 1954.

Enclosed is a suggested letter advising all interested parties of the project revision.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1953

SUBJECT:

NOTED
J. W. CATTRALL

Harold C. Ayers

To: Mr. S. H. Probert
Office Engineer

NOTED
J. [illegible]MANN

At the request of the Benton County Court, the proposed 1954 County Road project in that county will be revised to read as follows:

__BENTON COUNTY__

FAS 206 - Twin Bridges-Muddy Creek Section, 1.034 Miles, $30,000
Grade and place pit run base and crushed rock or gravel leveling course 26' wide.

(The overall length is 1.07 miles, Muddy Creek bridge being omitted from the project.)

The County plans to program a 1955 fiscal year fund project for placing a 20' wide O-il on the above section during the 1954 construction year.

The balance of available 1954 funds ($17,000) will be accumulated and combined with next year's funds.

W. C. Williams
Assistant State Highway Engineer

CC: E. G. Smith
V. G. O'Neil
J. W. Nash
J. W. Cattrall

BENTON COUNTY COURT
CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

April 13, 1953

Oregon State Highway Commission
Salem, Oregon

Att: Mr. Cattrall
Engr. County & City Relations

Gentlemen:

Reference to the Greenberry F.A.S. project plans submitted by Mr. Hagmeier, to the Benton County Court for approval, please be advised that the plans are acceptable as drafted with two exceptions:-

(1) It is requested that the project to be undertaken in 1953, be limited to that part of the road from the end of pavement at Muddy Creek to Benton County Road No. 1, (Philomath-Bellfountain Road) at the point known as Twin Bridges. It is expected that the funds saved by curtailing the project, in 1953, will be held available, to supplement 1954 funds to be used to oil surface project, in 1954.

(2) It is desired that the contractor who gets the job deal directly with the owner of the source of gravel known as Payne pit, and pay the owner for all material removed. For the information of any interested party Benton County has arranged, informally, for the gravel to be offered at the Benton County buying price of 10¢ per cu. yd. in pit.

Very truly yours,
Benton County Court

Walter Schmidt

Walter Schmidt, Commissioner

RECEIVED
APR 14 [illegible]
STATE [illegible] COMMISSION

RECEIVED
APR 14 1953

NOTED
J. W. CATTRALL

April 14, 1953

NOTED
Harold C. Ayers

Commissioner A. H. Bond
Benton County Court House
Corvallis, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

As per your telephone conversation with Mr. Hagemann this date, it would be appreciated if someone from the County will contact the owner of the Payne gravel pit and see if he will address a letter to the Oregon State Highway Commission, Salem, Oregon, attention J. W. Cattrall, as follows:

"I hereby agree to permit the State's contractor to take gravel from the Payne gravel pit for use by the contractor in constructing the Twin Bridges-Muddy Creek Section of the Beaver Creek County Road upon the payment by the contractor of a royalty of 10¢ per cu. yard."

Upon receipt of such a letter we can specify the Payne pit as a possible source of material in our bid proposal.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Salem, Oregon
April 14, 1953

NOTED
J. W. CATTRALL

Mr. V. G. O'Neil
Specifications Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

The Benton County Court has advised by letter of this date that the county will not make the pit run base material available to the contractor as shown in the Special Provisions submitted with the field data for the Muddy Creek-West County Road FAS project. They stated as a matter of information that the owner of the Payne Pit told the court that he would furnish this pit run material at a price of 10¢ per yard, the same price as the county pays.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. H. G. Smith

NOTED
J. W. CATTRALL

NO
Harold C. Ayers

Salem, Oregon
April 9, 1953

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The Benton County Court was contacted this date to obtain approval of the plans for the proposed Muddy Creek-West section of FAS 206 and they have asked that the west end of the project be cut back to the intersection with County Road Route No. 1 at Station 236+08. The project will then extend from Station 236+08 (Junction County Road Route No. 1) easterly to Station 292+54 (end of existing oil at Muddy Creek) a distance of 1.07 miles.

Apparently this request is the result of the unwillingness of abutting property owners along the section west of County Road Route No. 1 to part with additional right of way.

The County Court has requested that descriptions of the additional right of way required on the section as revised be forwarded them as soon as possible.

John W. Cattrall
Engineer, County and City Relations

By: John F. Hagemann
Assistant Engineer

JFH:MM

cc: V. G. O'Neil

The county will advise by Monday, 4/13, whether or not they will make the pit run base material available to the contractor as stated under Scource of Material, page 6, of the Special Provisions.

NOTED
Harold C. Ayers

January 30, 1953

Benton County Court

Corvallis, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Benton County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Benton County, this will be approximately $9,400 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

F.w. 206

BENTON COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $47,000
1955 - $47,000

PROPOSED PROJECTS:

1954 - FAS 206 from Muddy Creek-West as far as $47,000 will permit. This is estimated to be approximately 2 miles. Regrade, place additional base material, binder course, and 20' wide O-11.

1955 - To be selected at a later date.

REMARKS: The county has requested that the 1954 project begin at Muddy Creek (the west end of the existing oiled surface) and extend westerly as far as one year's allocation will permit. There are 3.6 miles of FAS 206 to be reconstructed and the county with its own forces and funds plans to complete any mileage not covered by the FAS project.

BENTON COUNTY COURT
CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

NOTED
J. W. CATTRALL

September 22, 1952

✓ Benton Co.
FAS 206

Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall, Engineer
County and City Relations Division

Gentlemen:

Reference is made to your letter dated September 8, 1952, in regard to "County Federal Aid Secondary Program Policy and Procedure", for Benton County. The County Court, after careful consideration of the matters presented therein, desires, tentatively, to select for the fiscal year ending June 30, 1954, the unfinished portion of Project No. 206, Greenberry-Beaver Creek Road, from the end of the existing paved road at Muddy Creek crossing, west to end of project at Beaver Creek School.

However, before final selection, the Court desires to be in agreement with the State on a number of uncertainties as regards location, or relocation, design standards, etc. It is believed that a conference of interested officials of your department with the County Court, at Corvallis and on the site, would clear up the uncertainties very quickly. It is requested, therefore, that your department propose an appointment at your earliest convenience to meet the Benton County Court at the Court house in Corvallis, with time allowance to visit the project site 7 miles south.

Very truly yours,

BENTON COUNTY COURT

Aubrey H Bond

Aubrey H. Bond,
Commissioner

AHB/w

RECEIVED
SEP 23 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 23 1952
ENGINEER
COUNTY & CITY RELATIONS

S-142(1) Forest Bdry.-Lapine Jct. Sec., 1953
Burgess Road
#3994

A-150 10M 3-51

FAS 555

INVOICE

Oregon State Highway Department

Salem, Oregon

[illegible] 3794
2-142(1)

RECEIVED
OCT 20 1954
ENGINEER
COUNTY [illegible]

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
V. R. [illegible]

NOTED
J. F. HAGEMANN

Deschutes County
Bend, Oregon

Attn: County Court

Invoice No.	36307
Date	October 19, 1954
Your Req. No.	
Billing Request No.	CC 114
Credit distribution:	see below

Final billing for county share of total costs of Forest Boundary-Lapine Junction and Little Deschutes River county FAS projects in Deschutes County.
Covered by agreements dated June and August, 1953, which provide county will pay 50% of difference between total costs and federal funds.

Original Advance Deposit	9,100.00		
Amount previously transferred	5,000.00		
Balance Advance Deposit			4,100.00
Cost of project as per attached statement		8,519.30	
Less: Amount previously transferred		5,000.00	
Balance due			3,519.30
To be refunded			$ 580.70

509-1029-297	481.07
509-1030-297	3,038.23

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request. $

By

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 19, 1954

Deschutes County Court
Court House
Bend, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs on the Forest Boundary-Lapine Junction project (including the Little Deschutes River bridge) on FAS 555 are now available and it has been determined that the agreed County share of these costs is $8,519.30. As the County initially deposited $9,100 a refund of $580.70 will be made within the next week or ten days. This refund will be by means of a check from our Accounting Division which will be accompanied by an "Itemized Statement of Final Costs."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS
FOREST BOUNDARY-LAPINE JUNCTION, Surface, Oil, and Bridge
FAS 555
DESCHUTES COUNTY

October 18, 1954

Payments to Contractor

Surface and Oil, Contract No. 3994

	Item	Quantity		$	Total
1.	Haul & place 1 -0" cinders in level course and shoulders	5,080	c.y.	$ 1.60	$ 8,128.00
2.	Sprinkling	601.0925	M gal.	3.00	1,803.28
3.	Haul & place aggregates	2,496	c.y.	2.50	6,240.00
4.	Furnish & place 150-200 asphalt	197.27	tons	42.00	8,285.34
5.	Furnish & place RS-1 emulsified asphalt	51.61	tons	45.00	2,322.45
				Subtotal.....	$26,779.07

Little Deschutes River Bridge Contract No. 4016

	Item	Quantity		$	Total
1.	Removal of old bridge	All		$350.00	$ 350.00
2.	Structural excavation	24.64	c.y.	4.00	98.56
3.	Excavation below elevation shown	--		--	--
4.	Furnish treated piling	1,200	l.f.	1.35	1,620.00
5.	Drive piles	24	each	100.00	2,400.00
6.	Treated lumber in place	1.52	MFBM	320.00	486.40
7.	Class "A" concrete	95.17	c.y.	75.00	7,137.75
8.	Metal reinforcement	24,046.07	lbs.	0.13	3,125.99
				Subtotal.....	$15,218.70

Total Payments to Contractor	$41,997.77
Construction engineering Contract No. 3994	1,801.07
Construction engineering Contract No. 4016	597.75
TOTAL CONSTRUCTION COSTS................	$44,396.59
FEDERAL FUNDS COLLECTED FOR PROJECT.....	$27,358.00

Agreed County Share of Total Costs

50% of Difference between Total Costs and Federal Funds
($44 396.59-$27,358.00) X 1/2 = $8,519.30

unty Advance Deposit	$9,100.00
s County's Share Total Cost	8,519.30
REFUND DUE DESCHUTES COUNTY...	$ 580.70

May 18, 1954

Deschutes County Court
Court House
Bend, Oregon

Gentlemen:

Please refer to my letter of July 29, 1953, in which you were notified that the Forest Boundary-Lapine Junction Section of the Burgess Road, FAS 555, was completed on July 21, 1953.

The Little Deschutes River bridge was completed on November 20, 1953, as a part of this project, and came under County jurisdiction for maintenance as of the completion date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM

Form PR 2 (Revised 1950)

1133

State Oregon

Federal Aid Secondary Project No. S-142(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-seven thousand, five hundred and 00/100 dollars ($27,500.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Deschutes County with the Highway Department.
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+10 on the south line of Section 36, T. 21 S., R. 10 E., W.M., and survey station 212+70 in the SW 1/4, Section 32, T. 21 S., R. 10 E., W.M., without exception,

, length 4.026 miles, in Deschutes County, being Oregon Federal Aid / Secondary project No. S-142(1), consisting of 4.012 miles of roadway and one bridges of more than 20 feet clear span, 0.014 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-seven thousand, five hundred and 00/100 dollars ($27,500.00), which does not exceed the authorized Federal pro rata share of forty-four thousand, four hundred eighty-one and 25/100 dollars ($44,481.25), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-4

RECEIVED FEB 19 1934

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FEB 13 1934

Oregon State Highway Department

Federal Aid Secondary
Project No. S-142 (1)

FOREST BOUNDARY-LAPINE JUNCTION SECTION
OF THE BURGESS ROAD IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1953

Type Code 5201
Roadway (Sta. 0+10 to Sta. 59+08.5)(Sta. 59+77.5 to Sta. 212+70)
(Contract No. 3994)

4,900	cu. yds.	Hauling and Placing 1" - 0 Cinders in Leveling Course and Shoulders	$ 1.60	$ 7,840.00
130	M-gal.	Sprinkling	3.00	390.00
2,500	cu. yds.	Hauling and Placing Aggregates	2.50	6,250.00
190	tons	Furnishing and Placing 150-200 Asphalt	42.00	7,980.00
54	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	2,430.00
			Subtotal	$24,890.00
			10% Engr. & Cont.	2,489.00
			Total	$27,379.00

Type Code 3021
Little Deschutes River Bridge (Sta. 59+08.5 to Sta. 59+77.5)
(Contract No. 4016)

All Required		Removal of Old Bridge		$ 350.00
40	cu. yds.	Structural Excavation	$ 4.00	160.00
5	cu. yds.	Excavation Below Elevation Shown	4.00	20.00
1,250	lin. ft.	Furnish Treated Piling	1.35	1,687.50
24	only	Drive Piles	100.00	2,400.00
1.5	M-FBM	Treated Lumber in Place	320.00	480.00
96	cu. yds.	Class "A" Concrete	75.00	7,200.00
25,000	lbs.	Metal Reinforcement	0.13	3,250.00
			Subtotal	$15,547.50
			10% Engr. & Cont.	1,554.75
			Total	$17,102.25

Length of Roadway	4.012 miles
Length of Structure	0.014 mile
Total Length	4.026 miles
Cost of Roadway per Mile	$6,824.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$27,379.00	$16,927.00	$5,226.00	$5,226.00
Structure	17,102.25	10,573.00	3,264.62	3,264.63
	$44,481.25	$27,500.00	$8,490.62	$8,490.63

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

Note: Cash has been deposited by Deschutes County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-142 (1)

FOREST BOUNDARY-LAPINE JUNCTION SECTION

OF THE BURGESS ROAD IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 17, 1953

Type Code 5231
Roadway (Sta. 0+10 to Sta. 59+02.5) (Sta. 59+77.5 to Sta. 212+70) (Contract No. 3794)

4,900	cu. yds.	Hauling and Placing 1" - 0 Cinders in Leveling Course and Shoulders	$ 1.60	$ 7,840.00
130	M-gal.	Sprinkling	3.00	390.00
2,500	cu. yds.	Hauling and Placing Aggregates	2.50	6,250.00
190	tons	Furnishing and Placing 150-200 Asphalt	42.00	7,980.00
54	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	2,430.00
			Subtotal	$24,890.00
			10% Engr. & Cont.	2,489.00
			Total	$27,379.00

Type Code X021
Little Deschutes River Bridge (Sta. 59+02.5 to Sta. 59+77.5)

All Required		Removal of Old Bridge		$ 2,000.00
40	cu. yds.	Structural Excavation	$ 10.00	400.00
5	cu. yds.	Excavation Below Elevation Shown	15.00	75.00
1,250	lin. ft.	Furnish Treated Piling	1.50	1,875.00
24	only	Drive Piles	80.00	1,920.00
1.5	M-FBM	Treated Lumber in Place	300.00	450.00
96	cu. yds.	Class "A" Concrete	75.00	7,200.00
25,000	lbs.	Metal Reinforcement	0.12	3,000.00
			Subtotal	$16,920.00
			10% Engr. & Cont.	1,692.00
			Total	$18,612.00

Length of Roadway	4.012 miles
Length of Structure	0.014 miles
Total Length	4.026 miles
Cost of Roadway per Mile	$6,824.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$27,379.00	$16,966.00	$5,206.50	$5,206.50
Structure	18,612.00	11,534.00	3,539.00	3,539.00
	$45,991.00	$28,500.00	$8,745.50	$8,745.50

Oregon State Highway Department

Federal Aid Secondary
Project No. S-142 (1)

FOREST BOUNDARY-LAPINE JUNCTION SECTION
OF THE BURGESS ROAD IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 26, 1953

Type Code 5231
Roadway (Sta. 0+10 to Sta. 59+02.5)(Sta. 59+77.5 to Sta. 212+70)

4,900	cu. yds.	Hauling and Placing 1" - 0 Cinders in Leveling Course and Shoulders	$ 1.35	$ 6,615.00
130	M-gal.	Sprinkling	3.00	390.00
2,500	cu. yds.	Hauling and Placing Aggregates	2.50	6,250.00
190	tons	Furnishing and Placing 150-200 Asphalt	42.00	7,980.00
54	tons	Furnishing and Placing RS-1 Emulsified Asphalt	44.00	2,376.00
			Subtotal	$23,611.00
			10% Engr. & Cont.	2,361.10
			Total	$25,972.10

Length of Roadway	4.012 miles
Length of Structure	0.014 mile
Total Length	4.026 miles
Cost of Roadway per Mile	$6,473.60

Federal Funds	$16,100.00
State Funds	4,936.05
County Funds	4,936.05
	$25,972.10

5-142(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 30th 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3994	2-Final	BABLER BROS. INC.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18967	R-77128	$793.19	9/30/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: July 21, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 1 - 1953
a. a. Wicklander

NOTED ON CARD
10-1-53, gl

RECEIVED
SEP 15 1953
FOR FILING

9-143(1)

3994

September 14, 1953

General Casualty Company of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3994 for surfacing on the Forest Boundary-Lapine Junction Section of the Burgess County Road in Deschutes County was completed by the contractor, Babler Bros., Inc., on July 21 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of $793.19 will be released to the contractor on or after September 24, 1953. The total contract amount is $26,779.07, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD
9-15-53

NOTED
J. W. CATTRALL

July 29, 1953

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to advise you that work on Contract No. 3994 for surfacing and oiling the Forest Boundary-Lapine Junction Section of the Burgess County Road, FAS 555, in Deschutes County was completed on July 21, 1953.

Under the terms of the maintenance agreement signed by the County on June 12, 1953, and the Highway Commission on June 26, 1953, the County now assumes maintenance of and continues jurisdiction over the above project as of the date of completion, July 21, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM

NOTED
J. F. HAGEMANN

5

RECEIVED
JUL 30 1953
FOR FILING

5-143[illegible]

July 29, 1953

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The following state highway contracts have been received in this office fully executed:

Your Contract No. 3963 - Monument Paving Project in Grant County.

Your Contract No. 3988 - Kingston-Scio and Oak Creek-Plainview Section of the Scio-Stayton and Lebanon-Prineville county roads in Linn County.

Babler Bros., Inc., Contract No. 3974 - Forest Boundary-Lapine Junction Section of the Burgess Road in Deschutes County.

We are, therefore, returning your certified checks drawn on the First National Bank of McMinnville, Oregon, in the amounts of $750.00, $4,000.00, and $1,500.00. These checks were submitted with your proposals for the above projects.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - Mr. John Kerr

RECEIVED
1953
FOR FILING

S-142(1)

July 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 21, 1953 on Contract No. 3994, Forest Boundary-Lapine Junction Section of the Burgess County Road in Deschutes County, in connection with Federal Aid Project No. S-142 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

Form E-1—[illegible]—11-51

5-146(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 25, 1953

Section Forest Boundary - Lapine Junction

Kind of work Oil mat Surfacing

Highway Burgess County Road

Section prefix 509-1029

Contractor Babler Bros. Inc.

Contract number 3994

Date of contract 7-6-53

Date of completion 8-31-53

Date work started 7-10-53

Estimated date of completion 7-24-53

Amount of contract . . . . $ 26,10.05

Per cent of time elapsed 33 %

Estimated cost of completed project, exclusive of engineering $26,789.57

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 1571.35, 78.91 %

Date project was completed 7-24-53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final seal on this project was completed July 21st. ~~Maintainer~~

Final brooming operation ended July 24th.

Semi- Final on this project is being held up pending receipt of oil invoices. Contractor has been notified regarding same.

NOTED
FORREST COOPER

NOTED
H. G. SMITH

Signed H. L. Cox

Address 1290 Wall Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.01		4.01	
Miles partially completed					
Miles completed		4.01		4.01	
Total estimated quantities		5080		Agg. 2496 Oil 249	
Estimated quantities moved or placed to date		Same		Same	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				5 (one day only)	
Average force on project for week				26	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 12 Trucks, 2 distributors, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair all week		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 63362

6

RECEIVED
JUL [illegible] 1953
FOR FILING

[illegible]

[illegible]

July 24, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith fully executed copies of three contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3971, for grading and paving on the Redmond (Evergreen Avenue) Section in Deschutes County, awarded June 26, 1953.

Contract No. 3981, for three structures on the Brush Creek-Frankport Unit on the Oregon Coast Highway in Curry County, awarded June 29, 1953.

Contract No. 3994, for surfacing on the Forest Boundary-Lapine Junction Section of the Burgess County Road in Deschutes County, awarded July 6,1953.

An executed copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
[illegible] 1953
FOR FILING

S-142(1)

3 [illegible]

July 13, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 10, 1953 on Contract No. 3994, Forest Boundary-Lapine Junction Section of the Burgess County Road in Deschutes County, in connection with Federal Aid Project No. S-142 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

Form A-150 10M 12-52

NOTED
J. W. CATTRALL

INVOICE
Oregon State Highway Department
Salem, Oregon

Invoice No. [illegible]

Deschutes County
Bend, Oregon

Attn: County Court

Date July 8, 1953
Your Req. No.
Billing Request No. CC 55
Credit distribution: 509-1029-297

Forest Boundary-Lapine Junction County FA^{S} Project in Deschutes County covered by agreement dated June, 19531
Partial transfer of county share of total costs.
The total deposit is $5,600 of which $600 is to remain in the advance deposit fund.

	Advance Deposit	5,600.00
See Above		5,000.00
	To be retained	$ 600.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Jlly 7, 1953

NOTED
Harold [illegible] Myers

Deschutes County Court
Courthouse
Bend, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $5,600 in connection with the Forest Boundary-Lapine Junction County FAS project. A contract has been awarded and a copy is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engr. Co. & City Relations

NOTED
J. F. HAGEMANN

RECEIVED
FOR FILING

3-142(1)

2774

July 6, 1953

Babler Bros., Inc.
4217 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 26th accepted your proposal for oil mat surfacing on the Forest Boundary-La Pine Junction Section of the Burgess Road in Deschutes County for the sum of $24,8[illegible], and on the same day awarded Contract No. 3984 to you subject to concurrence from the Bureau of Public Roads and provisions made by Deschutes County for the deposit of $5,600.00. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telephonic notice of award to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Franzen
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis
Mr. C. W. Read

agenda for confirmation

RECEIVED
FOR FILING
C-142(1)
3774

Salem, Oregon
July 6, 1953

C
O
P
Y

Mr. W. C. Williams
OFFICE

[illegible]

We have received this date advance deposits from Baker, Benton and Malheur Counties in the amount of $13,950, $4,800 and $5,600 respectively. The New Bridge-Richland, Twin Bridges-Muddy Creek and Forest Boundary-Lapine Junction projects are now Clear and are ready for award of a contract.

John F. Cattrall
Engineer, County and City Relations

By

/s/ John F. Hagemann

John F. Hagemann
Assistant Engineer

cc: S. H. Probert

R

RECEIVED FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 6, 1953

NOTE
W. C. WILLIAM

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 3994 for Oregon Project S-142(1), Forest Boundary-Lapine Section of the Burgess Road in Deschutes County, to Babler Bros. Inc., of Portland, Oregon, low bidders in the amount of $24,890.00 at the June 26, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUL 7 1953
FOR FILING

S-142 (1)

3974

R

July 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for oil mat surfacing construction on the Forest Boundary-Lapine Junction Section of the Burgess County Road in Deschutes County, Project S-142 (1), to Babler Bros., Inc., of Portland, Oregon on the basis of the bid of $24,890 submitted on June 26, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
JUL 1953
FOR FILING

5-142(1

3994

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
July 3, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three fully executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Deschutes County covering the Forest Boundary-Lapine Junction Section of the Burgess County Road, FAS 555.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Deschutes County Court.

Yours very truly,

Secretary

FH
Attach: 6

FORM E-30 37,500 4-52 58606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

ED TO
Glaisyer.

Herewith three copies of a finance agreement signed by the Deschutes County Court covering the Forest Boundary-Lapine Junction Section of the Burgess County Road, FAS 555, in Deschutes County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-26-53

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
HB Glaisyer
Secretary F.G.

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 37,500 4-52 58605

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
C. Z. Taisyer
By Asst. Chief Engineer

Attached are seven copies of a maintenance agreement signed by the Deschutes County Court covering the Forest Boundary Lapine Junction Section of the Burgess County Road, FAS 555, in Deschutes County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids are to be received 6-26-53 for this job.
F. Query

RECEIVED
JUN 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 1953
FOR FILING

S-142(1)

[illegible]14

July 3, 1953

County Court of Deschutes County
Court House
Bend, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Deschutes County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Deschutes County covering the Forest Boundary-Lapine Junction Section of the Burgess County Road, FAS 558.

Yours very truly

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUN 30 1953
FOR FILING

3-14/2

June 29, 1953

Babler Brothers
4617 SE Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 accepted your bid in the amount of $24,390.00 for construction of oil mat surfacing on the Forest Boundary-Lapine Junction Section of the Burgess Road north of Lapine in Deschutes County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and Deschutes County has made provisions for the deposit of $5,600.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: R. C. Smith
S. W. Probert
N. V. Franzen, SIAC

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

June 29, 1953

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On June 26th the Highway Commission received a satisfactory bid from Babler Bros., Inc., of Portland for the oiling of the Forest Boundary-Lapine Junction Section of FAS 555. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Bid Items	$24,890.00
12-1/2% Engineering and Contingencies	3,111.25
Estimated Total Cost	$28,001.25
Advance Deposit of 20%	$ 5,600.00

Please make this deposit by means of a warrant or check in the amount of $5,600 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
Harold C. Ayers

Salem, Oregon
June 16, 1953

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Herewith three copies of a finance agreement signed by the Deschutes County Court covering the Forest Boundary-Lapine Junction Section of the Burgess County Road, FAS 555, in Deschutes County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 15, 1953

S-142(1)

3771

70[illegible]

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map dated May, 1953, for Oregon FAS-142, Forest Boundary-Lapine Junction Section on Burgess Road in Deschutes County, is approved subject to the following conditions:

> That adequate signs and protective devices be installed warning of the narrow bridge on the route until such time as a new bridge is constructed.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
JUN 18 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
June 15, 1953

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Attached are seven copies of a maintenance agreement signed by the Deschutes County Court covering the Forest Boundary Lapine Junction Section of the Burgess County Road, FAS 555, in Deschutes County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Oregon Project 8-142(1)
FAS 555

NOTED
Harold C. Ayers

RESOLUTION

6-12-53

WHEREAS, a County Road in Deschutes County, State of Oregon, known as the Burgess County Road, is routed through the County of Deschutes, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Deschutes County, the section adopted for improvement being more particularly described as follows; to wit:

From the Deschutes National Forest Boundary easterly to the The Dalles-California Highway, a distance of 4.026 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Deschutes will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Deschutes

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Burgess County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Deschutes County, Oregon, this 12th day of June, 1953.

Attest:

Helen M. Dacey
County Clerk

By Allen
County Judge

by E. E. Varco
County Commissioner

by A. E. Stevens
County Commissioner

Form cc-12
Page 2

AGREEMENT

The County of Deschutes, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 4.026 miles of FAS Highway 555 from the Deschutes National Forest Boundary

to the The Dalles-California Highway

known as the Forest Boundary-Lapine Junction Section, and to be designated as Oregon Project No. S-142(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision for such maintenance.

3. That the said County agrees to procure at its sole cost and make available before a contract is awarded for said project, a right-of-way having a width of at least 60 feet throughout and further agrees to procure and make

available such additional width or widths of right-of-way as may be required for cut and/or fill slopes.

4. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

5. That the said County hereby agrees that:

a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

b. No signs (other than those specified in paragraph "a" above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 12 day of June, 19 53, and the Highway Department on the 26th day of June, 19 53.

COUNTY OF DESCHUTES	OREGON STATE HIGHWAY COMMISSION
By C. Allen County Judge	/s/ By Ben R. Chandler As Chairman
By E. E. Varco County Commissioner	By As Commissioner
By R. E. Stevens County Commissioner	/s/ By M. K. McIver As Commissioner
ATTEST: Helen M. Dacey County Clerk	/s/ ATTEST: B. Glaisyer Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

Form cc-31
Page 2

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

June 11, 1953

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the Forest Boundary-Lapine Junction Federal Aid Secondary project on the Burgess County Road, FAS Highway 555, which will be up for bid on June 26th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. This agreement sets a limit of $30,000 on the project as the engineer's estimate is $26,500; and a contract will not be awarded in the event the low bid exceeds this estimate by more than 10%. The project covers the oiling only. The bridge will be contracted at a later date and covered by a separate agreement.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolution, and return all copies of both agreements and six copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to June 19th.

If you have any questions on this matter, contact me or Mr. Hagemann, Assistant County-City Relations Engineer, at Salem 4-2171, Extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
[illegible] - 1953

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-142(1)

3911

June 11, 1953

S 14

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-142(1), Forest Boundary-Lapine Junction Section of the Burgess County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please forward the usual copies of the maintenance and encroachment resolution by the County Court prior to submission of the project agreement estimate.

Very truly yours,

C G Polk

C. G. Polk
District Engineer

RECEIVED
[illegible] - 1953
FOR FILING
OREGON DISTRICT
Prog & Proj.
S-142(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 2, 1953

Mr. R. H. Baldock
~~State Highway~~ Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 27 regarding Oregon Project S-142(1), Forest Boundary-Lapine Junction Section of the Burgess Road in Deschutes County.

The county's proposal to furnish crushed cinders to the contractor without cost and without Federal participation is satisfactory providing the cinders meet the specifications that would govern if this were a State project.

There would be no objection to Federal participation in the cost of hauling and placing the county-furnished cinders if they are found satisfactory for use.

Very truly yours,

GPolk
C. G. POLK
District Engineer

RECEIVED
MAY 29 1953
FOR FILING

Const
Fed. aid
Prog. & Proj.

S-142(1)

May 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building

Dear Sir:

Reference is made to the Forest Boundary-Lapine Junction Project, S-142 (1), on the Burgess County Road in Deschutes County.

In the interest of economy, the County has had crushed cinders for this project produced along with crushed cinders to be used on other work. It is proposed to furnish these cinders to the contractor on Project S-142 (1) without cost and without federal participation.

If for any reason this arrangement does not meet with approval, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

Harold C. Ayers

NOTED
J. W. CATTRALL

Salem, Oregon
April 10, 1953

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The attached field data for the proposed FAS project in Deschutes County has been examined and appears to be generally consistent with the project as discussed with the county and as approved by the Highway Commission.

At the county's request the existing bridge is to be replaced at its present location rather than at a revised location over a channel change as originally planned.

It is assumed that the Division office has clearly explained to the county officials that they will not be compensated for the cinders to be used in the leveling course and oil mat. If they expect to be compensated the county owned stockpiled material would have to be designated as a possible source and a unit price set by the county.

Since the oiling project is dependent upon prior grading and base rock work by the county, perhaps it would be wise to let the bridge separately at an earlier date.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: V. G. O'Neil
G. S. Paxson

NOTED

January 30, 1953

Deschutes County Court

Bend, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Deschutes County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Deschutes County, this will be approximately $10,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Att.

NOTED
J. W. CATTRALL

5-5-4
10,555

DESCHUTES COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $50,000
1955 - $49,000

PROPOSED PROJECTS:

1954 - FAS 555 from the The Dalles-California State Highway westerly to the Deschutes National Forest Boundary, a distance of approximately 4 miles. Place binder course, 20' wide 0-11, and construct bridge. Estimated costs of the oil mat and structure are $30,000 and $20,000 respectively.

1955 - To be selected at a later date.

REMARKS: The county with its own forces and at county expense plans to widen the grade (includes short line change and channel change of the Little Deschutes River) and place base rock prior to FAS oiling project. The bridge will span the proposed channel change and can be constructed on dry ground.

S-145(1) Springfield Sec., Eugene- 1953
Marcola Rd. at Springfield
#3995

NOTED
Harold C. Ayers

NOTED
V. R. J

Form A-150 10M 2-54

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

Salem, Oregon

FAS 228 Springfield Sec.

Lane County

Eugene, Oregon

Invoice No.	37070
Date	December 13, 1954
Your Req. No.	
Billing Request No.	CC-116A
Credit distribution:	520-1080-297

To charge for error in original billing request for 50% of difference between total costs of $30,192.30 and Federal reimbursement of $20,550.00

As shown		$7,068.87	
Should be		7,069.87	
	Balance Due		$1.00

NOTED
J. F.

RECEIVED
DEC 14 1954
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By G. R. W. _______________

JFH:mm
Att.

NOTED
Harold C. Ayers

NOTED
V. R. [illegible]

Form A-150 10M 3-54

NOTED
J. F. HAGEMANN

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

Invoice No. 36680

Date Nov. 15, 1954

Your Req. No.

Billing Request No. cc-116

Credit distribution: 520-1080-297

RECEIVED
NOV 16 1954
ENGINEER
CO... ...IONS

Lane County

Eugene, Oregon

Attn: Board of County Commissioners

Final billing for county share of total costs of Springfiled Section county FAS project in Lane County.

Original Advance Deposit	7,000.00	
Amount previously transferred	6,000.00	
Balance advance deposit		1,000.00
Cost of project as per attached statement	7,068.87	
Less: Amount previously transferred	6,000.00	
Balance due against deposit		1,068.87
Balance due from county		68.87

ACKNOWLEDGMENT OF BILLING REQU

Cash Received with Request $ ....

By ....

JFH:mm
Att.

NOTED
Harold C. Ayers

NOTED
V. R [illegible]S

November 12, 1954

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available on the Springfield county FAS project on FAS 228 (Markola Road) and it has been determined that Lane County's agreed share of the total costs is $7,068.87 (see attached statement of costs). As this is $68.87 more than the $7,000 deposited by the County, you will receive a bill from our accounting division for $68.87 within the next week or ten days.

If you have any questions on this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

Oregon State Highway Department
Itemized Statement of Final Costs
Springfield Section
FAS 228
Contract No. 39[illegible]
Lane County
November 9, 1954

PAYMENTS TO CONTRACTOR

	Item	Quantity		$	Total
1.	Structural excav., unclass.	38.6	c.y.	$ 3.00	$ 115.80
2.	Blade grader	132.49	hr.	10.00	1,324.90
3.	12" concrete pipe	321	l.f.	2.00	642.00
4.	18	15	l.f.	6.00	90.00
5.	24" " "	3	l.f.	7.00	21.00
6.	Coarse material in base	10,058.5	c.y.	1.20	12,070.20
7.	3/4"-0" material in level course	2,052	c.y.	2.35	4,822.20
8.	Sprinkling	279.5	M/gal.	3.00	838.50
9.	3/4"-0" mat'l. in binder course	211.5	c.y.	3.90	824.85
10.	Furnish & place aggregates	944.5	c.y.	3.75	3,541.88
11.	[illegible] RC-3 asphalt	33.315	tons	45.00	1,499.18
12.	[illegible] 150-200 asphalt	83.318	tons	42.00	3,499.36
13.	[illegible] RS-1 emuls. asph.	18.715	tons	45.00	842.18
	F.A. #1, Class B Asphaltic concrete (railroad crossing)	6.025	tons	10.00	60.25
	Subtotal -				$30,192.30
	Install railroad cross-buck signs				100.82
	Construction Engineering				4,396.61
	Total Construction Costs - - - - - - - - - - -				$34,689.73
	Federal Funds Collected for this Project - -				$20,550.00

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between total costs and Federal funds:
($34,689.73-$20,550.00) X 1/2 = $7,06~~8~~9.87

County Share Total Cost = $7,06~~8~~9.87
County Advance Deposit = 7,000.00

Balance Due State from County - - - $ 6~~8~~9.87

FORM E-80X 37½ 3-54 73730

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 22, 1954

SUBJECT:

NOT
Harold

To:

E. A. Pease
Construction Office Engineer

Dear Sir:

I attach hereto a letter from Mr. Mayfield concerning the overrun in engineering contract #3995.

I wish to direct attention, further, to the fact that the contractor while working a 10-hour shift did so with a small crew and his operation was quite dilatory. An excess amount of inspection and time on the project was incurred due to this method of procedure.

Very truly yours,

Tom Edwards
Division Engineer

TE:gb
Encl.

NOTED
J. F. HAGEMANN

RECEIVED
OCT 25 1954
ENGINEER
CO [illegible] RELATIONS

RECEIVED
OCT 25 1954
OFFICE OF
ENGINEER

FORM E-30 25M 9-51 92919

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Springfield, Oregon
October 21, 1954

SUBJECT: Overrun in engineering
Contract No. 3995

To: Mr. Tom Edwards
Division Engineer
Roseburg, Oregon

Dear Mr. Edwards:

In reply to a telephone conversation with Mr. Pease this date, we are submitting the following explanation of overrun in engineering on the Springfield Section, Eugene-Marcola Road, Contract No. 3995.

The primary cause was the accumulated exchange time which was necessary due to the fact that the contractor started work on the project rather late and worked a ten-hour shift which required inspectors, checkers and occasionally the entire field crew to remain on the project overtime.

Secondly, the entire project was constructed under traffic which necessatated frequent resetting of stakes and grade hubs which were destroyed by vehicles. This and the fact that the crew, with the exception of one man, at that time consisted of E.A. II's and C.E. I's increased the amount of engineering cost substantialy.

Very truly yours,

H.E. Mayfield

H.E. Mayfield
Resident Engineer

HEM:jb

FORM E-30X—30M—9-54—76196

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1954

SUBJECT:

To Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
A. F. HAGEMANN

Dear Sir:

The County and City Relations are preparing to make a final accounting to Lane County on the Springfield Contract No. 3995, and in compiling their data find that there has been a 14.6% overrun in engineering.

A check of the records indicate that the final estimate was received in this office December 23, 1953. The books of the Accounting Division show the following costs entered after this date:

January	$105.66
February	6.89
March	16.51
April	62.68

It may be that these charges are due to accumulated exchange time taken after the job was completed, but I wish that you would have a check made and advise if these are actually true charges against this project.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc: Harley Mayfield
J. W. Cattrall ✓

RECEIVED
OCT 15 1954
ENGINEER

S-145(1)

(CONTRACT NO.) 399

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 10, 1954

(EST. NO.)		(CONTRACTOR)
3995	4-final	INTER CITY SAND & GRAVEL CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2123	86978	$ 1,091.54	2/8/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: Extended to Oct. 7, 1953 without penalty

Completion Date: Oct. 7, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-11-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
2-15-54

RECEIVED
FOR FILING

5-14-[illegible]
3995

January 26, 1954

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14
Washington

Gentlemen:

State Highway contract No. 3995 for work performed on the Springfield Section of the Eugene-Marcola Road in Lane County was completed by the contractor, Inter-City Sand & Gravel Co., Inc., on October 7, 1953, and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $1,091.54 will be released to the contractor on or after February 5, 1954. The total contract amount is $30,192.30, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

cc: Bryant O. DeBar
88 East 10th Avenue
Eugene, Oregon

NOTED ON CARD

RECEIVED
DEC 30 1953
FOR FILING

December 29, 1953

Inter City Sand & Gravel Co.,Inc.
3698 Franklin Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from September 30 to October 7, 1953 within which to complete your contract No. 3995, for oiling on the Springfield Section of the Eugene-Marcola Road in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

H. E. Mayfield,
Resident Engineer

H. O. Smith,
Construction Engineer

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FOR FILING
FORM E-30 25M 9-51 52316

5-145 (1)

3995

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1953

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between the Inter-City Sand and Gravel Company and the Central Heating Company, covering Items 9 to 13, inclusive, on the Eugene-Marcola Road Contract No. 3995, is approved.

It is rather difficult for us to understand why the subcontract was not submitted sooner. It is noted that the subcontract was dated July 9, 1953 and was not received in this office until nearly five months later. Hereafter please arrange with your engineers to submit subcontracts as soon as it is determined who the subcontractor is going to be and what items are to be subcontracted.

Three copies of the subcontract are returned herewith.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

cc W. C. Williams
2 - C. G. Polk

RECEIVED
NOV 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1953
FOR FILING
5-14-(1)
3995

November 5, 1953

Request for extension of time
No. 4
November 10 and 11 Meeting

Oregon State Highway Commission

Gentlemen:

Herewith request from the Inter City Sand & Gravel Company, Inc. for an extension of time on the Springfield Section of the Eugene-Marcola Road, Contract No. 3995, from September 30, 1953 to October 7, 1953.

Rains in the latter part of September caused approximately one week's delay in the oiling schedule. No additional expense or inconvenience was incurred because of the overrun, and I would recommend, therefore, the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

Form PR 2 (Revised 1950)

[illegible] 1038

State Oregon

Federal Aid Secondary Project No. S-145(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty thousand, nine hundred and 00/100 dollars ($20,900.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.82

GPO 10—11370-5

Ral

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Lane County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 186+00 in the SE 1/4, Section 27, T-17-S, R-3-W, W.M. and survey station 265+23.18 in Section 25, T-17-S, R-3-W, W.M. without exception,

, length 1.500 miles, in Lane County, being Oregon Federal Aid/Secondary project No. S-145(1), consisting of 1.500 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

twenty thousand, nine hundred and 00/100

dollars ($ 20,900.00), which does not exceed the authorized Federal pro rata share of

thirty-three thousand, eight hundred sixty-nine and 00/100

dollars ($ 33,869.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

Asst. SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

OCT 21 1953

NOV 2 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. S-145 (1)

SPRINGFIELD SECTION

OF THE EUGENE-MARCOLA ROAD IN LANE COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231
Roadway (Sta. 186+00 to Sta. 265+23.18)(Contract No. 3995)

40	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 120.00
200	hrs.	Blade Grader	10.00	2,000.00
270	lin. ft.	12-inch Concrete Pipe	2.00	540.00
9	lin. ft.	18-inch Concrete Pipe	6.00	54.00
3	lin. ft.	24-inch Concrete Pipe	7.00	21.00
10,000	cu. yds.	Coarse Material in Base	1.20	12,000.00
2,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.35	4,700.00
250	M-gal.	Sprinkling	3.00	750.00
210	cu. yds.	3/4" - 0 Material in Binder Course	3.90	819.00
1,040	cu. yds.	Furnishing and Placing Aggregates	3.75	3,900.00
34	tons	Furnishing and Placing RC-3 Asphalt	45.00	1,530.00
78	tons	Furnishing and Placing 150-200 Asphalt	42.00	3,276.00
24	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	1,080.00
			Subtotal	$30,790.00
			10% Engr. & Cont.	3,079.00
			Total	$33,869.00

Length of Roadway 1.500 Miles
Cost per Mile $22,579.33

Federal Funds	$20,900.00
State Funds	6,484.50
County Funds	6,484.50
	$33,869.00

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-145 (1)

SPRINGFIELD SECTION

OF THE EUGENE-MARCOLA ROAD IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 4, 1953

Type Code 5231
Roadway (Sta. 186+00 to Sta. 265+23.18)

40	cu. yds.	Structural Excavation, Unclassified	$ 3.50	$ 140.00
200	hours	Blade Grader	10.00	2,000.00
270	lin. ft.	12-inch Concrete Pipe	2.50	675.00
9	lin. ft.	18-inch Concrete Pipe	4.00	36.00
3	lin. ft.	24-inch Concrete Pipe	6.00	18.00
10,000	cu. yds.	Coarse Material in Base	1.50	15,000.00
2,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	7,000.00
250	M-gals.	Sprinkling	3.00	750.00
210	cu. yds.	3/4" - 0 Material in Binder Course	3.50	735.00
1,040	cu. yds.	Furnishing and Placing Aggregates	3.75	3,900.00
34	tons	Furnishing and Placing RC-3 Asphalt	44.00	1,496.00
78	tons	Furnishing and Placing 150-200 Asphalt	42.00	3,276.00
24	tons	Furnishing and Placing RS-1 Emulsified Asphalt	44.00	1,056.00
			Subtotal	$36,082.00
			10% Engr. & Cont.	3,608.20
			Total	$39,690.20

Length of Roadway	1.500 Miles
Cost per Mile	$26,460.13

Federal Funds- -	$24,000.00
State Funds- -	7,845.10
County Funds -	7,845.10
	$39,690.20

RECEIVED
[illegible]
FOR FILING

5-14 (1)

3995

October 22, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Inter City Sand & Gravel Co.,Inc. a portion of the funds heretofore retained by the Commission in connection with contract No. 3995, for grading and oiling on the Springfield Section of the Eugene-Marcola Road in Lane County.

This payment, in the amount of $13,233.99, reduces the retained percentage to 3% of the total amount earned by the contractor or the sum of $900.02. The present payment will be released on or after November 2, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United pacific Insurance Co.
Bryant O. DeBar, Agent
88 East 10th Ave.
Eugene, Oregon

Portland Branch Office

NOTED ON CARD
10-22-53 gl

RECEIVED
OCT 26 1953
FOR FILING

S-145(1)
3995

October 21st, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Springfield Contract #3995, Oregon S-145(1), from September 30th, 1953, to October 7th, 1953, to the Inter-City Sand and Gravel Company, contractors.

Rains in the latter part of September caused approximately one week's delay in the oiling schedule. There was no additional expense or inconvenience because of the overrun, and I would recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

R

cc to: H. W. Smith

RECEIVED
OCT 21 1953
FOR FILING

S-145 (1)

3995

October 16, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 7, 1953 on Contract No. 3995, Springfield in Lane County, in connection with Federal Aid Project No. S-145 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:eg

cc: John Cattrall

Form E-1—10M

-115(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10, 19 53

Section Springfield

Kind of work Grading & Oiling

Highway Eugene-Marcola Road

Section prefix 520-1080

Contractor Inter City Sand & Gravel Co.

Contract number 3995

Date of contract July 9, 19 53

Date of completion Sept 30, 19 53

Date work started July 27, 19 53

Estimated date of completion Oct. 7, 19 53

Amount of contract $32,175.55

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $32,175.55

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 3,227.00, 131 %

Date project was completed Oct. 7, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed oiling approaches and clean up work.

One man inspecting 3 days.

This will be the last weekly report on this project.

NOTED
H.G. SMITH

NOTED

NOTED
FORREST COOPER

Signed H E Mayfield

Address Rm. 4, 506½ Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
AUG 7 1953
FOR FILING

R

S-145(1)

3995

Salem, Oregon
August 25, 1953

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with requirements of the Public Roads Administration, it will be necessary to install reflectorized cross-buck signs and reflectorized advance warning signs at the grade crossing of the Woodburn-Springfield Branch Line Railroad with the Eugene-Marcola County Road in Lane County. The standard aluminum type of cross-bucks should be used.

The location of the crossing is on Railroad Street a few hundred feet north from the north city limits of the City of Springfield. It is also referred to as the grade crossing at Station 190+16 on the Springfield project, Contract No. 3995.

The installation should be completed before completion of the contract, which is scheduled for September 30, 1953. Expense should be charged to Prefix 520-1080.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:tp

cc: Tom Edwards

RECEIVED
FOR FILING

S-145(1)

3995

August 12, 1953

Inter City Sand & Gravel Co.,Inc.
3698 Franklin Blvd.
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3995 awarded to you by the State Highway Commission, for grading and oiling on the Springfield Section of the Eugene-Marcola Road in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
53
FOR FILING
S-145(1)
3112

August 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 27, 1953 on Contract No. 3224, Springfield Section of the Eugene-Marcola County Road in Lane County, in connection with Federal Aid Project No. S-145 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

CEIVED

Form A-150 10M 12-

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. [illegible]

Lane County
Eugene, Oregon
Attn: Board of County Commissioners

Date July 13, 1953

Your Req. No.

Billing Request No. CC 56

Credit distribution: 520-1080-297

Springfield Section County FAS Project in Lane County covered by agreement dated June, 1953.
Partial transfer of County share of total cost.s
The total deposit is $7,000 of which $1,000 is to remain in the advance deposit fund.

	Advance Deposits	7,000.00
See Above		6,000.00
	To be retained	$1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $
By Ken

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
Goldie Lewis
W. M. Franswa, SIAC
S. H. Probert

S+C

RECEIVED
FOR FILING

[illegible]

3995

July 9, 1953

Inter City Sand & Gravel Co., Inc.
3698 - US 99 South
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 accepted your proposal to grade and oil the Springfield Section of the Eugene-Marcola Road at Springfield in Lane County, for the sum of $30,798.00, and on the same day awarded contract No. 3995 to you subject to receipt of concurrence from the Bureau of Public Roads and deposit of $7,000 by Lane County which is said County's share of the cost based upon the low bid. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc
H. G. Smith
Goldie Lewis
W. M. Franzwa, SIAC
S. H. Probert

SYC

RECEIVED

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 9, 1953
2:50 p.m.

Inter City Sand & Gravel Co., Inc.
3698 - US 99 South
Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and oiling the Springfield Section of the Eugene-Marcola Road at Springfield in Lane County for which you submitted low bid on June 26, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Confirmation

Accounting (5001-900)
C. W. Head
Files

District Engineer

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

-115(1)

2195

July 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence in award of contract for Oregon Project S-145(1), Springfield Section of the Eugene-Marcola Road, to the Intercity Sand and Gravel Company, Inc. of Eugene, Oregon, low bidder in the amount of $30,790.00 at the June 26, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
[illegible] 1953
FOR FILING

[illegible]

3995

July 9, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling on the Springfield Section of the Eugene-Marcola County Road in Lane County, Project S-145 (1), to the Inter City Sand & Gravel Co., Inc., of Eugene, Oregon, on the basis of the bid of $30,790 submitted on June 26, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
FOR FILING
FORM E-30 37,500 4-52 [illegible]

S-145 (1)

3995

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1953

SUBJECT:

To: W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date an advance deposit of $7,000 from Lane County in connection with the Springfield Section County Road FAS Project This job is now clear for award of contract.

John W. Cattrall
Engineer, County and City Relations

By
John F. Hagemann
John F. Hagemann
Assistant Engineer

cc: S. H. Probert

RECEIVED
[illegible] 1953
STATE [illegible]

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

July 9, 1953

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $7,000 in connection with the Springfield Section County Road FAS Project in Lane County. A contract will be signed immediately and a copy forwarded you under seperate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

RECEIVED
JUL 6 1953
FOR FILING

S-145(1)

3112

S-145(1)

July 3, 1953

County Court of Lane County
Court House
Eugene, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lane County one fully executed copy each of a Maintenance Agreement and a Finance Agreement between the State Highway Commission and Lane County covering the Springfield Section of the Eugene-Marcola County Road, FAS 228.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUL [illegible] 1953
FOR FILING

file

5-145(1)
3995

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
July 3, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three fully executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Lane County covering the Springfield Section of the Eugene-Marcola County Road, FAS 228.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lane County.

Yours very truly,

Secretary

rn
Attach: 6

FORM E-30 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

FORWARDED TO
Glaisyer

Herewith three copies of a finance agreement signed by the Lane County Court covering the Springfield Section of the Eugene-Marcola County Road, FAS 228, in Lane County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-26-53
7 Query

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
H B Glaisyer
Secretary F.C.

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 37,000 4-52 90905

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

L

Attached are seven copies of a maintenance agreement signed by the Lane County Court covering the Springfield Section of the Eugene-Marcola County Road, FAS 228, in Lane County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids are to be received 6-26-53 for this job
F. Query

RECEIVED
JUN 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

June 29, 1953

Lane County Court
Courthouse
Eugene, Oregon

Gentlemen:

On June 26th the Highway Commission received a satisfactory bid from Intercity Sand & Gravel Co. of Eugene for the construction of the Springfield Section of FAS 228. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Bid Items	$30,790.00
12-1/2% Engineering and Contingencies	3,848.75
Estimated Total Cost	$34,638.75
Advance Deposit of 20%	$ 7,000.00

Please make this deposit by means of a warrant or check in the amount of $7,000 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

cc: Mr. Oscar Norberg

RECEIVED
JUN 30 1953
FOR FILING

S-145(1)
2415

June 29, 1953

Inter-City Sand & Gravel
3698 U. S. 99 South
Eugene
Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 accepted your bid in the amount of $30,799.00 for construction of grading and oiling the Springfield Section of the Eugene-Marcola Road at Springfield, Lane County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and Lane County has made provisions for the deposit of $7,000.00 which is said County's share of cost based upon the low bid.

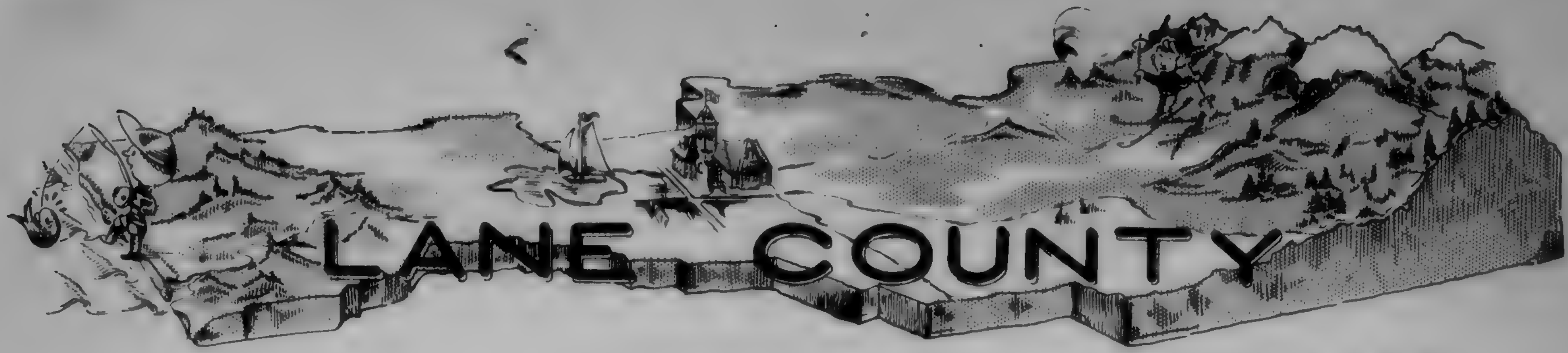
I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

N. C. Smith
C. H. Probert
W. M. Fransen, SIAC



228

Eugene, Oregon
June 12, 1953

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

J. F. HAGEMANN

RECEIVED
53
ENGINEER

Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall

Your letter dated June 11 was received.

We have signed the papers mentioned in your letter and have had them attested by the County Clerk.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By

Kenneth Nielsen
County Commissioner

County Commissioner

Ralph Peterson
County Commissioner

RDM:rw

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

6-12-53

The County of Lane, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 1.5 miles of the Eugene-Marcola Road, FAS 228, ~~Highway~~ from Mill Street easterly to the Mohawk Road known as the Springfield Section, and to be designated as Oregon Project No. S-145(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 12th day of June, 1953, and the Highway Department on the 26th day of June, 1953.

COUNTY OF LANE

By Kenneth Nielsen
Chairman, Board of County Commissioners ~~County Judge~~

By
County Commissioner

By Ralph Petersen
County Commissioner

ATTEST: Harry L. Chase
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/ By Ben R. Chandler
As Chairman

By
As Commissioner

/s/ By M. K. McIver
As Commissioner

/s/ ATTEST: H. B. Glaisyer
Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

Form cc-30
Page 2

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 12th day of June, 1953, and the Highway Department on the 26th day of June, 1953.

COUNTY OF LANE

By Kenneth Nielson
Chairman, Board of County Commissioners ~~County Judge~~

By
County Commissioner

By Ralph Petersen
County Commissioner

ATTEST: Harry L. Chase
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/ By Ben R. Chandler
As Chairman

By
As Commissioner

/s/ By M. K. McIver
As Commissioner

/s/ ATTEST: H. . Glaisyer
Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

Form cc-30
Page 2

Oregon Project S-145(1)
FAS 228

RESOLUTION

12 53

WHEREAS, a County Road in Lane County, State of Oregon, known as the Eugene-Marcola County Road, is routed through the County of Lane, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Lane County, the section adopted for improvement being more particularly described as follows; to wit:

From Mill Street easterly to the Mohawk Road, a distance of 1.5 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Lane will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the Board of County Commissioners ~~County Court~~ of Lane

Form cc-12

6

County, Oregon, that no encroachments will be permitted on the county road, known as the Eugene-Marcola County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the ~~County Court~~ Board of County Commissioners of Lane County, Oregon, this 12th day of June, 1953.

Attest:

Harry L. Chase
County Clerk

By Kenneth Nelson
Chairman ~~County Judge~~

By
County Commissioner

By Ralph Petersen
County Commissioner

Form cc-12
Page 2

6

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

June 11, 1953

NOTED
J. F. HAGEMANN

Lane County Board of County Commissioners
Lane County Courthouse
Eugene, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the Springfield Section Federal Aid Secondary project on the Eugene-Markola County Road, FAS Highway 228, which will be up for bid on June 26th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. This agreement provides a limit of $40,000 for federal-state-county participation with the county being required to pay all costs in excess of this amount; however, the county reserves the right to reject the low bid if it, when 12-1/2% has been added, exceeds $40,000. This $40,000 figure represents the estimated cost of the project and, as a result, the amount programmed for the project.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than September 30, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolution, and return all copies of both agreements and six copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to June 19th.

If you have any questions on this matter, contact me or Mr. Hagemann, Assistant County-City Relations Engineer, at Salem 4-2171, Extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 11, 1953

S-145

3915

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon project S-145(1), Mill Street-Mohawk Road, Springfield Section of the Eugene-Marcola Road in Lane County have today been recommended for approval subject to such changes as may be required by our Division Engineer.

This is to authorize your advertising for bids.

Please forward the usual copies of county maintenance and encroachment resolutions prior to preparation of the project agreement estimate.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
MAY 29 1953
FOR FILING

Const
Fed. Aid
Prog. & Proj.

S-145(1)

May 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to inform you that the railway grade crossing of the Southern Pacific Railroad on the Springfield Section of the Eugene-Marcola County Road in Lane County, Project S-145 (1), will be protected by scotch-lighted cross-buck and advance warning signs as required by G. A. M. No. 63.

This crossing is located at Station 190+16.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

NOTED
J. W. CATTRALL

Salem, Oregon
May 14, 1953

Mill St. - Mohawk Rd Sec.
FAS 228 Lane Co.

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

The attached field data has been examined and found to be generally in accord with the project as discussed with the county and approved by the Highway Commission. It was our understanding at one time that this project would be worked up on the basis of asphaltic concrete without additional base material; however, the use of additional base material and an O-11 with binder course is entirely satisfactory to the county.

A slight revision in the slope of the base material and leveling course should be made so as to permit a minimum shoulder width of 4' on each side in order to meet the minimum standards required by the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: Mr. V. G. O'Neil

March 26, 1953

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Lane County Court

Eugene, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the Bureau of Public Roads has approved the revision in the routing of FAS 228 (Mohawk Road) as you requested. The revision eliminates the former route from Mill and "Q" Streets westerly and substitutes the located line from the end of the Ferry Street bridge to Mill and "Q" Streets. Please revise your maps showing the FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]

NOTED
J. W. CATTRALL

Salem, Oregon
January 5, 1953

NOTED
Harold C. Ayers

Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN

Enclosed is a suggested letter with attachments to the B.P.R. requesting approval of a revision in the route of FAS 228 (the Marcola Road) in Lane County.

This request originated with Lane County. It is the county's desire to use future FAS funds, as well as county funds, in the construction of the newly located route as proposed.

Four copies of the letter of transmittal, five copies of S.T. No. 64, and four copies of the map should be forwarded to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

Supplemental Tabulation No. 64

Road Designation		Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
228	617 509 501	From FAS 210 immediately north of Eugene, easterly and northeasterly to Marcola.	Lane	--	16.00	16.00

FORM E-123X 25M 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

January 5, 1953

RECEIVED
[illegible] 1953
ENGINEER
COUNT[illegible]ONS

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed for your approval are five copies of Supplemental Tabulation No. 64 revising the route of FAS 228 in Lane County. Also enclosed are four copies of sheet 3, general highway map of Lane County, upon which the proposed revision is shown in color.

The revised route would extend from Mill and "Q" Streets directly west to a junction with FAS 210 immediately north of the Ferry Street bridge at Eugene. This proposed route is located only at the present time. Numerous studies, the latest being Oregon State Highway Department Technical Report No. 52-3, October, 1952, have indicated the need for this route to accommodate a basic desire for traffic movement directly between Eugene and Springfield. At the same time the route for farm to market, log and lumber, and other traffic moving to and from Eugene and originating in the Mohawk Valley north and east of Springfield will be improved.

The Origin and Destination Study conducted by the Oregon State Highway Department Traffic Division, as reported in Technical Report No. 52-3, indicates there would have been a 1951 average daily traffic of 9,200 vehicles if the proposed route had existed. Lane County plans to give top priority for improvement of this section and has requested the revision of the routing of FAS 228 accordingly.

The County Court has indicated its approval of this route change by signing all copies of the enclosed general highway map. If approved, the local and total FAS mileage will be reduced by 0.1 mile.

Very truly yours,

R. H. Baldock
State Highway Engineer

W. C. Williams

By: W. C. Williams
Assistant State Highway Engineer

Encl.
cc: J. W. Cattrall

NOTED
J. W. CATTRALL

January 5, 1953

NOTED
Harold C. Ayers

Lane County Court

Eugene, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of seven signed copies of a map upon which a revision in the route of FAS 228 between FAS 210 and Mill and Q Streets is indicated. Your request is being forwarded to the Bureau of Public Roads for approval and you will be advised of any action taken by the Bureau.

We are returning one copy of the map for your records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

LANE COUNTY

DAY T. BAYLY, COUNTY JUDGE
ROBERT D. MACLAY, COMMISSIONER
LEE G. RAISH, COMMISSIONER
HARRY L. CHASE, CLERK
C. A. SWARTS, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS A. McBAIN, CHIEF TAX DEPUTY
GRACE SCHISKA, TREASURER

EUGENE, OREGON

P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
JAMES PARTRIDGE, BUILDING INSPECTOR

NOTED
Harold C. Ayers

January 2, 1953

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

RECEIVED
JAN 5 1953
ENGINEER
COUNTY RELATIONS

Mr. John Cattrall
City and County Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I understand steps have been taken to make the Mill and [illegible] highway a County Federal Aid road.

Since the State assumes the engineering on these jobs, I think I should report the status of this project. About a year ago we staked what was to be the centerline of the south land of a divided lane highway. We cross-sectioned this and determined some of the volumes. At this stage of the work it was discontinued because we had other work more urgent to be done.

Lane County has money in its budget for buying the right-of-way this fiscal year. The tenant on the Zumwalt property objects to entry on this property during the truck farming season. The Lane County engineering crew has time now to do some work on a County Federal Aid job before the summer's construction season starts.

If the State wants to have Lane County to cooperate on some of the extra engineering work, they have assumed from the county, please let me know.

Yours truly,

Oscar Norberg

Oscar Norberg
County Engineer

RECEIVED
JAN 5 1953
OREGON
STATE HIGHWAY COMMISSION

Discussed this
letter with Norberg
1/6/53. [illegible] further [illegible]
J.F.H.

COUNTY

EUGENE, OREGON

DAY T.
ROBERT D.
LEE G. RAISH,
HARRY L. CHASE,
C. A. SWARTS, SHERIFF
C. E. LUCKEY, DISTRICT
GEO. A. STOCK, ASSESSOR
GLADYS A. McBAIN, CHIEF TAX DEPUTY
GRACE SCHISKA, TREASURER

P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
JAMES PARTRIDGE, BUILDING INSPECTOR

December 26, 1952

RECEIVED
DEC [illegible] 1952
ENGINEER
[illegible]

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Enclosed please find 6 copies of a general highway map of Lane County which you sent to us December 19th. We would like to have the new Mill and Q Street to Ferry Street Bridge included in the Federal Aid County Roads as revised instead of the section shown in orange on the map. However, we do not want the Federal Aid money spent on the new road, but would like to have the money spent on the section between Mill and Q and Marcola as originally agreed.

Thank you for your cooperation in this matter.

Very truly yours,

LANE COUNTY ~~COURT~~

By

County Commissioner

L.G. Raish

County Commissioner

NOTED
J. W. CATTRALL

NOTED
J. W. CATTRALL

December 19, 1952

Honorable D. T. Bayly
Lane County Judge
Eugene, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are seven copies of a general highway map of Lane County showing a revision in FAS Highway 228 (Marcola Road) between Springfield and Eugene. This revision is in accordance with your verbal request of December 2. If the Court still wishes this revision to be made, please sign all seven copies of the enclosed map in the spaces provided and return six signed copies to this office. Upon receipt of same, we will initiate proper steps to obtain approval by the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

1-21-53

LANE COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $164,000
1955 - $164,000

PROPOSED PROJECTS:

1954 - FAS 210 from Coburg to the Linn County Line, a distance of approximately 5.7 miles. Regrade, place base material and levelling course, binder course, and 20' wide 0-11. Estimated cost based on 9"X26' pit run base and 2"X26' level course is $124,000.

FAS 228 ✓ from Mill and Q Streets easterly to the County Farm Home, a distance of approximately 2 miles. Grade widening, place additional base rock, binder course, and 22' wide 0-11. Estimated cost based on 6"X28' additional pit run base and 1-1/2"X28' level course is $40,000.

1955 - FAS 226 from the State Park Boundary easterly to Canary, a distance of approximately 4.1 miles. Widen, place crushed rock surface and 20' wide 0-11 at a maximum cost of $75,000 FAS funds.

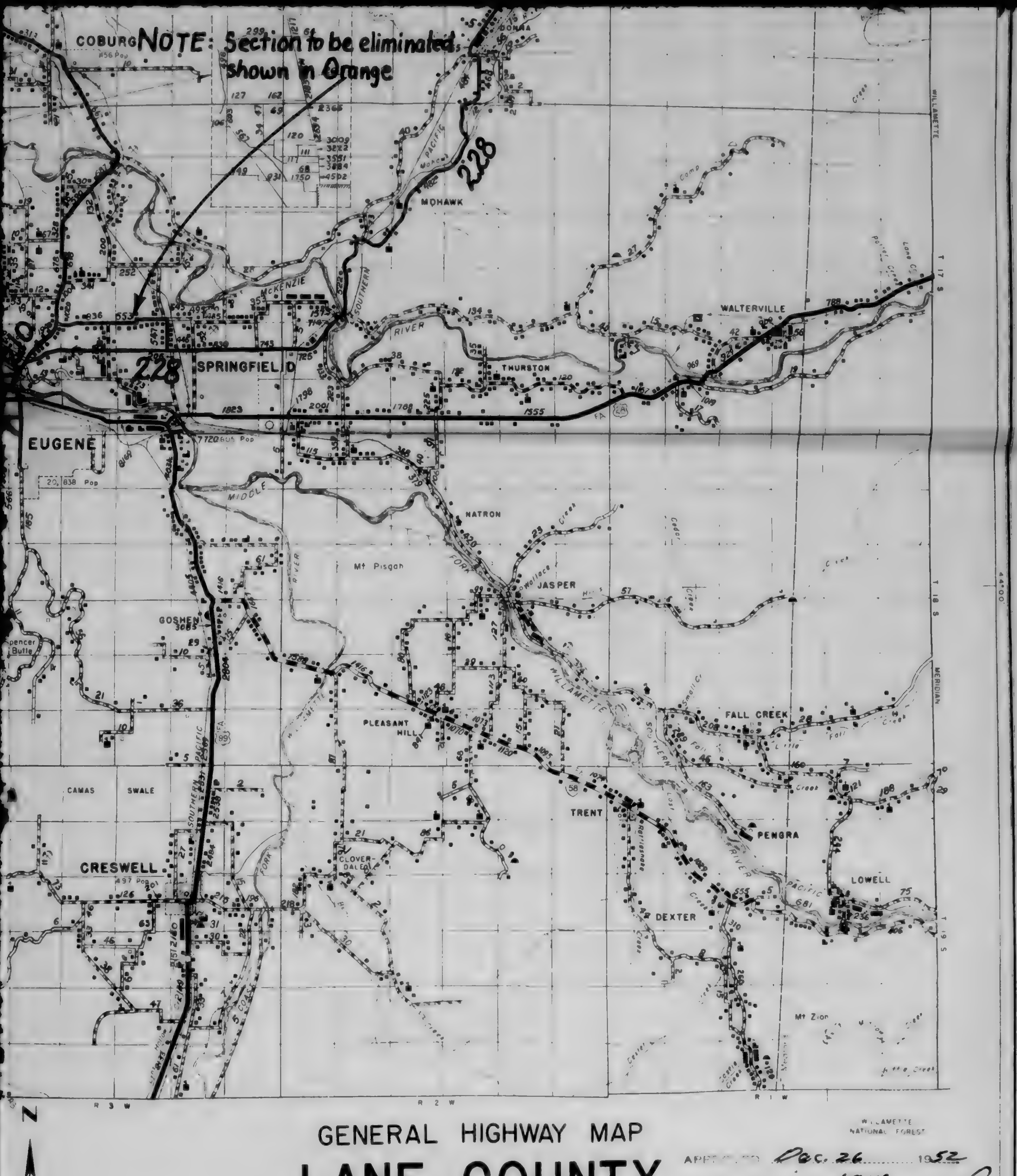
FAS 228 ✓ from the McKenzie River easterly towards Marcola as far as balance of FAS funds ($89,000) will permit. Grade, base, and 20' wide 0-11.

REMARKS: Lane County requested the above projects to be constructed in the priority as listed.

The proposed project on FAS 226 will require grade widening, base rock, and oiling. The county has requested that FAS funds on this road be limited to $75,000. The county will either furnish additional funds or do preliminary work with county forces to permit completion of the project. It is recommended that details of the project be worked out after a survey has been made.

The county has requested that all FAS funds remaining after completing the first three projects (estimated to be $89,000) be applied to reconstructing FAS 228 from the McKenzie River towards Marcola on an improved alinement. It is the county's intention to reconstruct the entire section between these two points, either with future FAS funds or county funds. If possible, it is suggested that the survey be made for the entire section at this time. The present road is 10.8 miles in length; however, the revised line will be somewhat shorter.

Hwy Comm approved 1-21-53


NOTE: Section to be eliminated, shown in Orange
228
COBURG
MOHAWK
McKENZIE
SOUTHERN PACIFIC
WALTERVILLE
SPRINGFIELD
THURSTON
EUGENE
20,838 Pop
MIDDLE FORK
NATRON
JASPER
Mt Pisgah
GOSHEN
Spencer Butte
PLEASANT HILL
WILLAMETTE
FALL CREEK
CAMAS SWALE
TRENT
PENGRA
CRESWELL
497 Pop
CLOVERDALE
LOWELL
DEXTER
Mt Zion
T 17 S
T 18 S
T 19 S
MERIDIAN
R 3 W
R 2 W
R 1 W
WILLAMETTE NATIONAL FOREST

GENERAL HIGHWAY MAP

LANE COUNTY

OREGON

1936

REVISED 1939

SCALE

0 1 2 3 4 Miles

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

APPROVED Dec. 26 1952

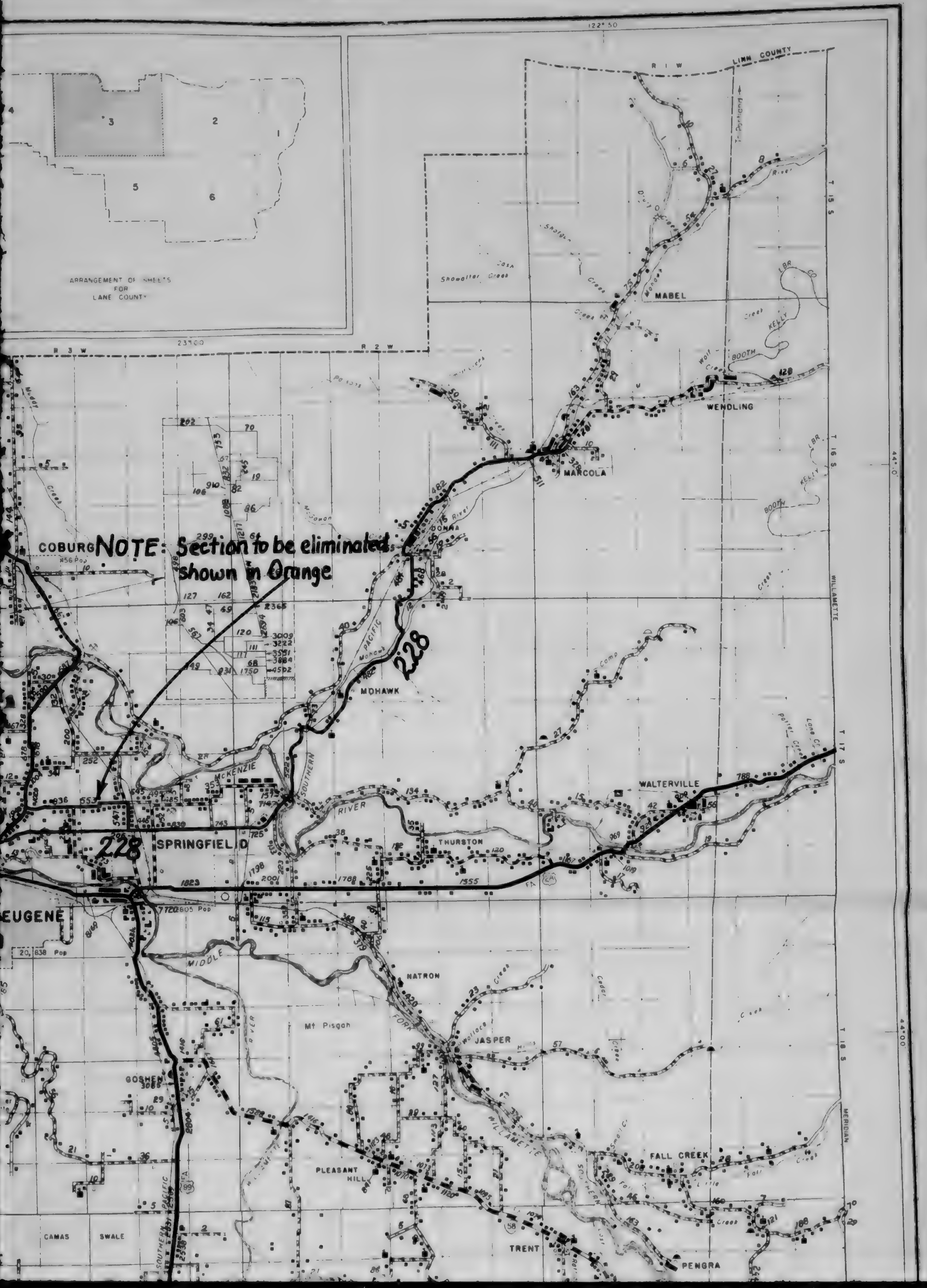
COUNTY COURT Lane COUNTY

BY L.G. Stainbrook

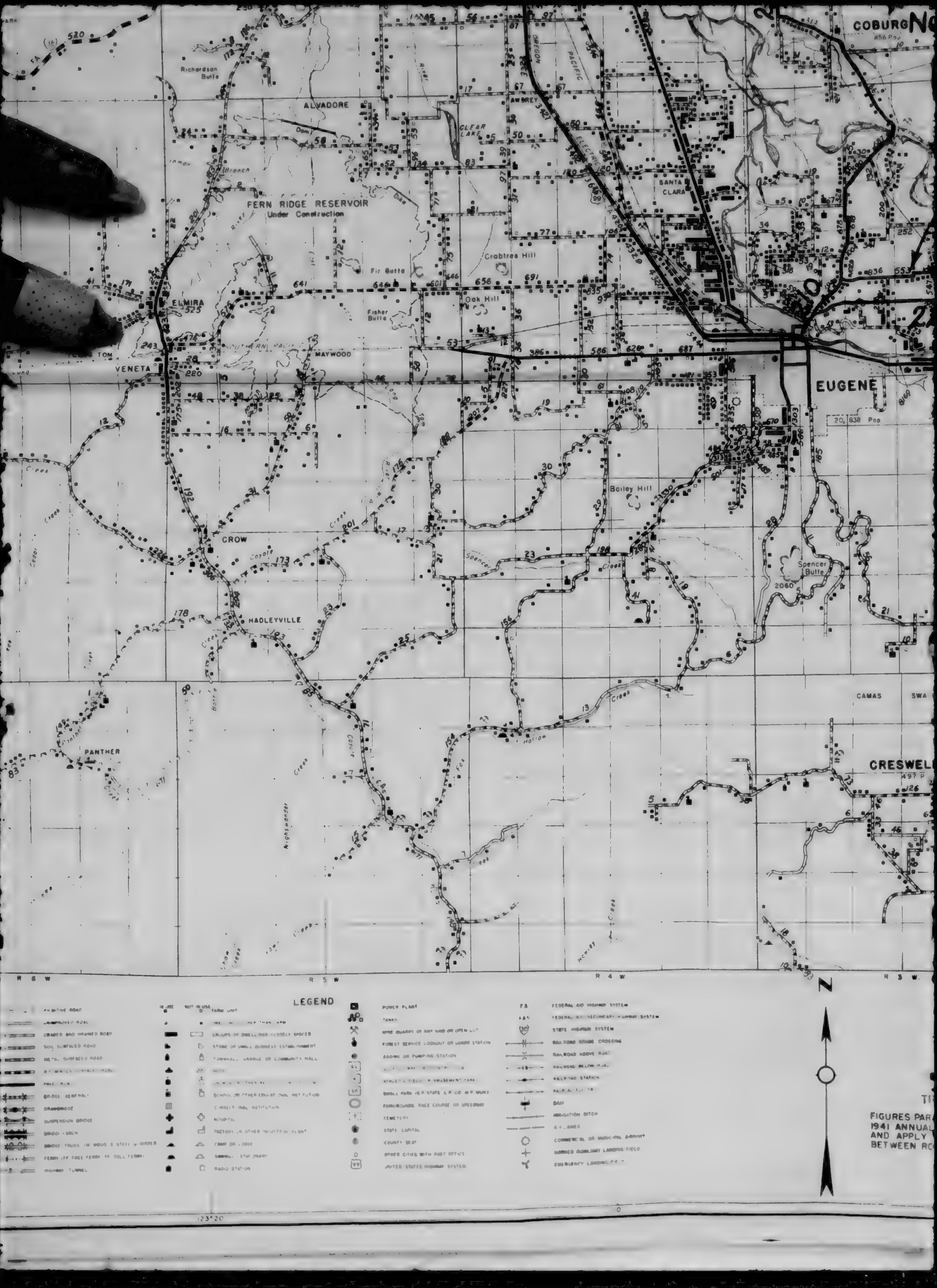
COUNTY COMMISSIONER

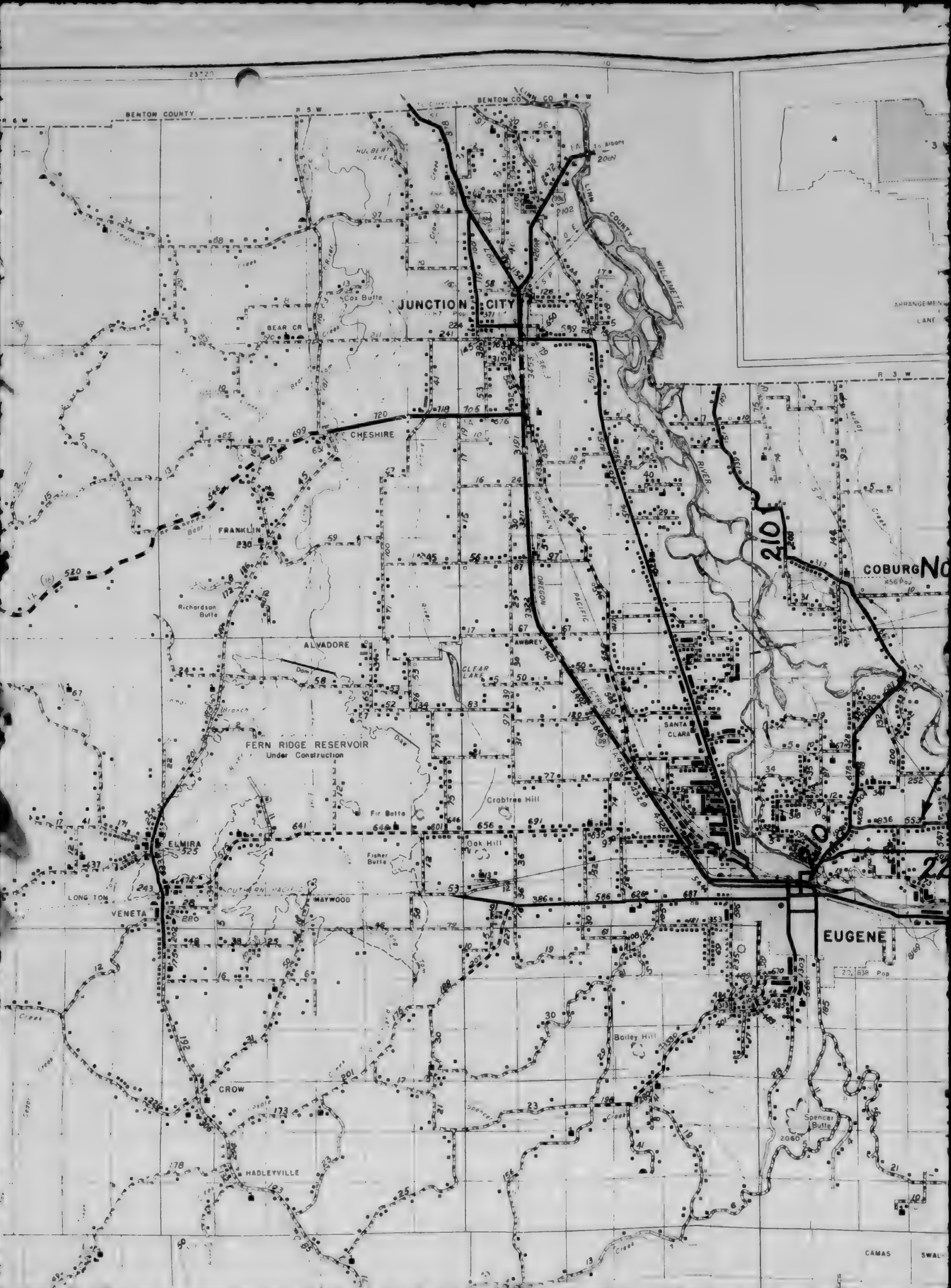
COUNTY COMMISSIONER

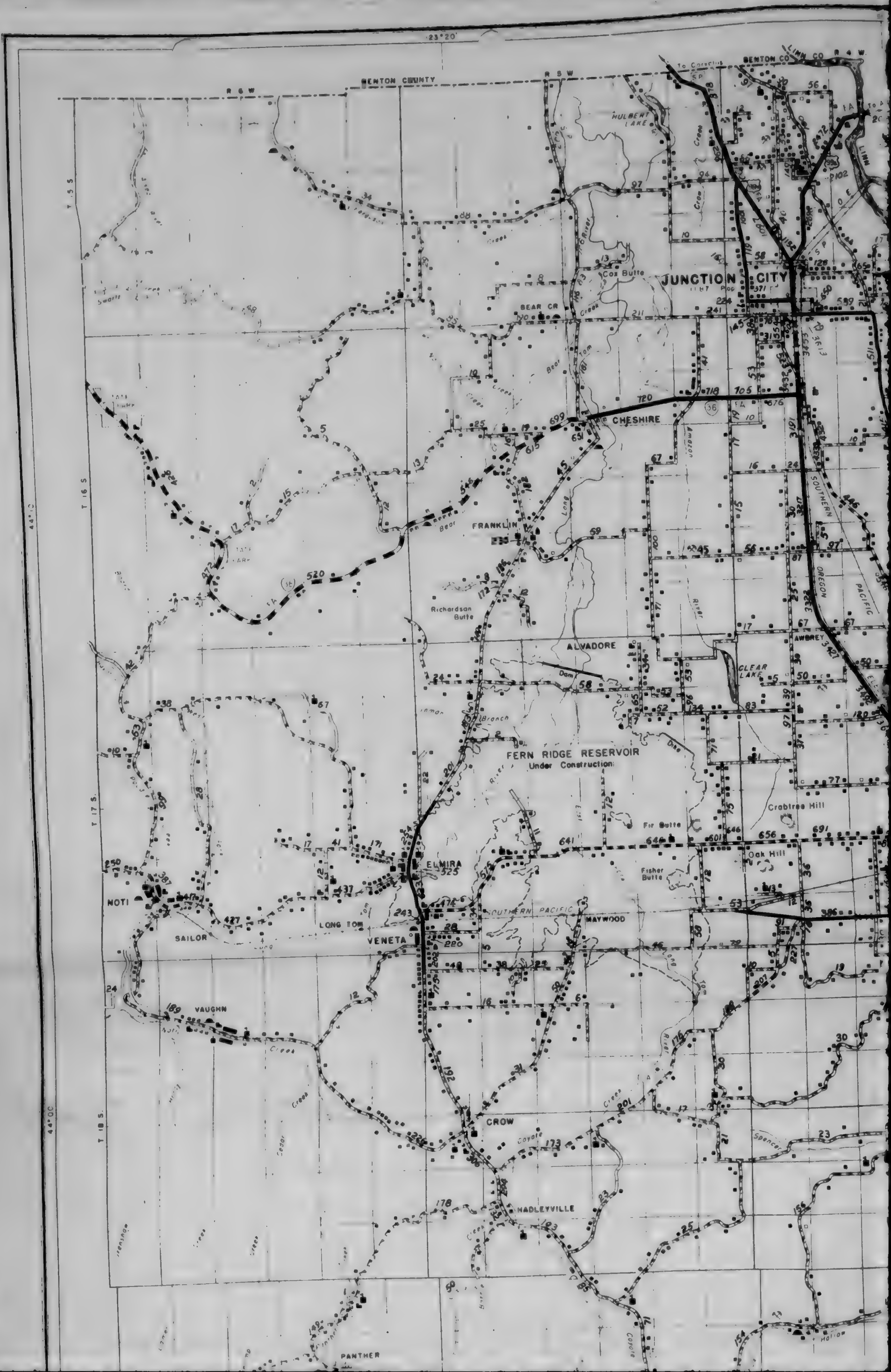
SHEET 3 OF 6

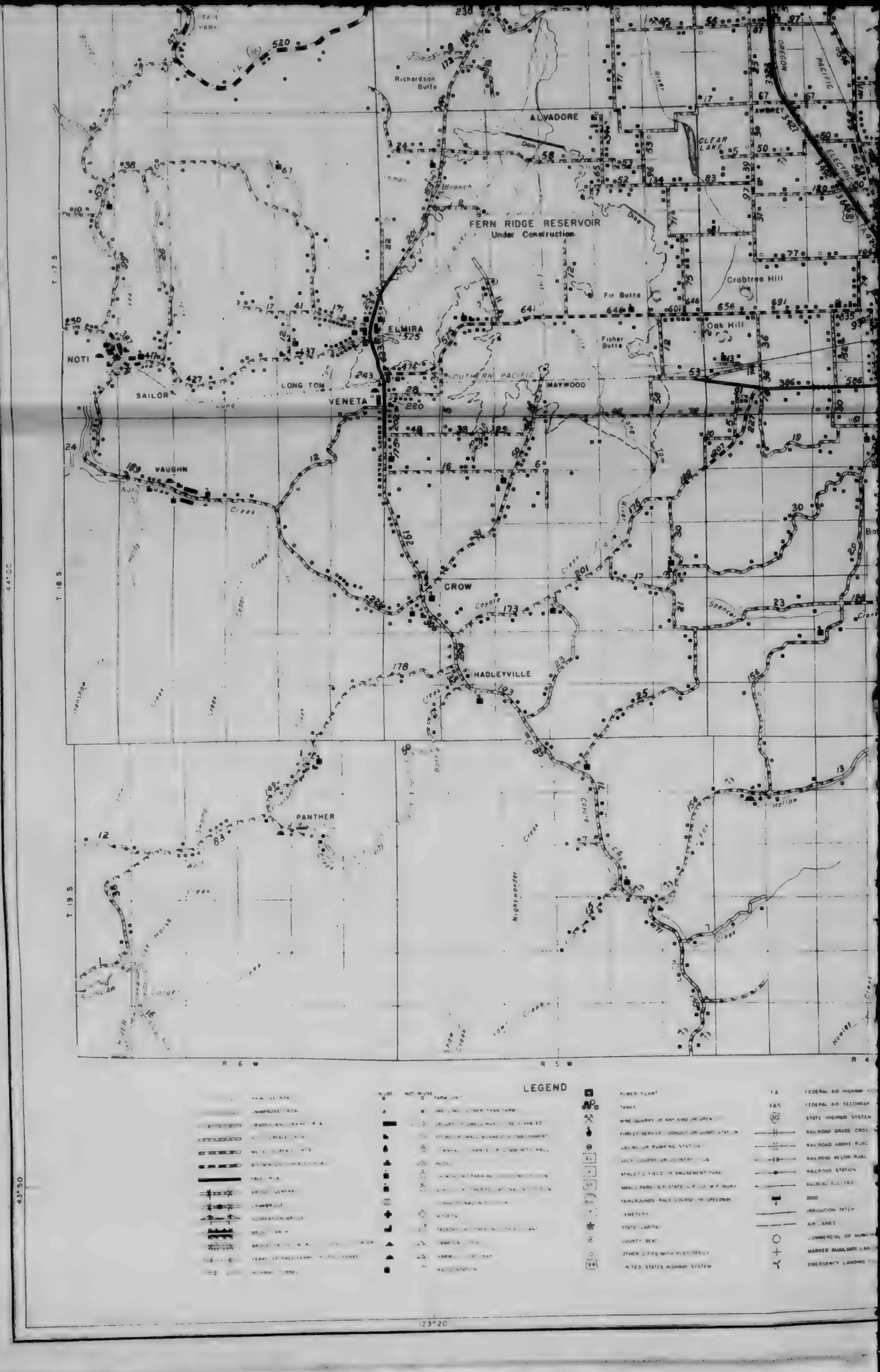

122° 50
ARRANGEMENT OF SHEETS FOR LANE COUNTY
1
2
3
4
5
6
23°00
R 3 W
R 2 W
R 1 W
LINN COUNTY
To Portland
T 15 S
T 16 S
T 17 S
T 18 S
44° 0'
44°00
WILLAMETTE
MERIDIAN
MABEL
WENDLING
MARCOLA
DONNA
MOHAWK
COBURG
1456 Pop
McKENZIE
SPRINGFIELD
WALTERVILLE
THURSTON
EUGENE
20,838 Pop
NATRON
JASPER
Mt Pisgah
GOSHEN
PLEASANT HILL
FALL CREEK
CAMAS SWALE
TRENT
PENGRA
Mohawk River
McKenzie River
Middle Fork
Willamette
Little Fall Creek
Showalter Creek
Shotgun Creek
Wolf Creek
Camp Creek
Cedar Creek
Lost Creek
BOOTH KELLY LBR CO
SOUTHERN PACIFIC
228
58
99
FA

NOTE: Section to be eliminated shown in Orange


COBURG
456 Pop
OREGON
PACIFIC
ELECTRIC
Richardson Butte
ALVADORE
CLEAR LAKE
SANTA CLARA
FERN RIDGE RESERVOIR
Under Construction
Crabtree Hill
Fir Butte
Fisher Butte
Oak Hill
ELMIRA
525
VENETA
SOUTHERN PACIFIC
MAYWOOD
EUGENE
20,838 Pop
Bailey Hill
CROW
Coyote
Spencer Creek
Spencer Butte
2060
HADLEYVILLE
PANTHER
CAMAS
SWA
CRESWELL
497 P
Hollow
Nightwander
R 6 W
R 5 W
R 4 W
R 3 W
N
LEGEND
POWER PLANT
FEDERAL AID HIGHWAY SYSTEM
FEDERAL AID SECONDARY HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION
DAM
IRRIGATION DITCH
COMMERCIAL OR MUNICIPAL AIRPORT
MARKED AUXILIARY LANDING FIELD
EMERGENCY LANDING FIELD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
METAL SURFACED ROAD
UNIMPROVED ROAD
BRIDGE
DRAWBRIDGE
SUSPENSION BRIDGE
FERRY
HIGHWAY TUNNEL
GROUPS OF DWELLINGS CLOSELY SPACED
STORE OR SMALL BUSINESS ESTABLISHMENT
SCHOOL OR OTHER EDUCATIONAL INSTITUTION
CORRECTIONAL INSTITUTION
HOSPITAL
FACTORY OR OTHER INDUSTRIAL PLANT
CAMP OR LODGE
RADIO STATION
TANKS
MINE QUARRY OR GRAVEL PIT
FOREST SERVICE LOOKOUT OR GUARD STATION
PUMPING STATION
FAIRGROUNDS RACE COURSE OR SPEEDWAY
CEMETERY
STATE CAPITAL
COUNTY SEAT
OTHER CITIES WITH POST OFFICE
UNITED STATES HIGHWAY SYSTEM
FIGURES PAR
1941 ANNUAL
AND APPLY
BETWEEN RO
123°20


BENTON COUNTY
R 5 W
BENTON CO
LINN CO
R 4 W
To Corvallis
To Albany
HULBERT LAKE
LINN COUNTY
WILLAMETTE
RIVER
JUNCTION CITY
Pop
BEAR CR
Cox Butte
CHESHIRE
FRANKLIN
Richardson Butte
ALVADORE
Dam
CLEAR LAKE
AWBREY
SOUTHERN PACIFIC
OREGON ELECTRIC
SANTA CLARA
COBURG
456 Pop
210
FERN RIDGE RESERVOIR
Under Construction
Fir Butte
Crabtree Hill
Oak Hill
Fisher Butte
ELMIRA
LONG TOM
VENETA
MAYWOOD
EUGENE
22,838 Pop
CROW
HADLEYVILLE
Bailey Hill
Spencer Butte
2060
CAMAS
SWAL
R 3 W
ARRANGEMEN
LANE


123°20'
BENTON COUNTY
R 5 W
To Corvallis
BENTON CO
LINN CO
R 4 W
HULBERT LAKE
T 15 S
Cox Butte
JUNCTION CITY
BEAR CR
CHESHIRE
T 16 S
44°10'
FRANKLIN
Richardson Butte
ALVADORE
CLEAR LAKE
AWBREY
SOUTHERN PACIFIC
OREGON
FERN RIDGE RESERVOIR
Under Construction
Fir Butte
Crabtree Hill
T 17 S
Oak Hill
Fisher Butte
ELMIRA
NOTI
SAILOR
LONG TOM
VENETA
SOUTHERN PACIFIC
MAYWOOD
VAUGHN
44°00'
T 18 S
CROW
HADLEYVILLE
PANTHER
Spencer
Hollow


FERN RIDGE RESERVOIR
Under Construction
ALVADORE
Richardson Butte
CLEAR LAKE
AWBREY
Crabtree Hill
Fir Butte
Fisher Butte
Oak Hill
OREGON ELECTRIC
PACIFIC
NOTI
SAILOR
ELMIRA
LONG TOM
VENETA
MAYWOOD
SOUTHERN PACIFIC
VAUGHN
CROW
HADLEYVILLE
PANTHER
Coyote Creek
Spencer Creek
Nightswander Creek
T 17 S.
T 18 S.
T 19 S.
R 6 W
R 5 W
R 4
44°00
43°50
123°20
LEGEND
FARM UNIT
POWER PLANT
TANKS
MINE, QUARRY OR ANY KIND OR OPEN PIT
FOREST SERVICE LOOKOUT OR GUARD STATION
GAGING OR PUMPING STATION
GOLF COURSE OR COUNTRY CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
SMALL PARK S.P. STATE, C.P. CO., M.P. MUNI.
FAIRGROUNDS, RACE COURSE OR SPEEDWAY
CEMETERY
STATE CAPITAL
COUNTY SEAT
OTHER CITIES WITH POST OFFICE
UNITED STATES HIGHWAY SYSTEM
FEDERAL AID HIGHWAY
FEDERAL AID SECONDARY
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION
RAILROAD ELECTRIC
IRRIGATION DITCH
AIR LANES
COMMERCIAL OR MUNICIPAL
MARKED AUXILIARY LANDING
EMERGENCY LANDING FIELD
HOSPITAL
FERRY
HIGHWAY TUNNEL
DRAWBRIDGE
SUSPENSION BRIDGE

S-286(2) Buck Hollow Bridge over 1953
Willamina Cr., Willamina-Coast
#3996 Creek Rd.

5-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 26, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3996	5-final	HAMILTON & THOMS	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
983	R- 85571	$ 6,071.09	1/25/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1953

Time Extensions: None

Completion Date: Nov. 30, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 26 1954

[illegible]
[illegible]

RECEIVED
DEC 31 1953
FOR FILING

[illegible]

[illegible]

December 31, 1953

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3996 for construction of the Buck Hollow Bridge on the Willamina-Coast Creek Road in Yamhill County was completed by the contractor, Hamilton & Thoms, on November 30 and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $6,071.09 will be released to the contractor on or after January 11, 1954. The total contract amount is $50,278.34 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

12-31-53 gf

Form PR 2 (Revised 1950)

1044

State Oregon

Federal Aid Secondary Project No. S-286(2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of March, 1953, a program, which was approved on the 27th day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 10th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-five thousand, three hundred and 00/100 dollars ($35,300.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Yamhill County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 264+82 and survey station 267+16 all in the SE 1/4, Section 12, T-5-S, R-7-W, W.M., without exception., length 0.04 miles, in Yamhill County, being Oregon Federal Aid / Secondary project No. S-286(2), consisting of 0.000 miles of roadway and one bridge~~[illegible]~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED
1953
DIVISION 8

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-five thousand, three hundred and 00/100 dollars ($35,300.00), which does not exceed the authorized Federal pro rata share of fifty-six thousand, nine hundred forty-seven and 00/100 dollars ($56,947.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

Asst. SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M. F. McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-5

OCT 30 1953

RECEIVED
OCT 29 1953
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-286 (2)

BUCK HOLLOW BRIDGE SECTION

OF THE WILLAMINA-COAST CREEK ROAD IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 8, 1953

Type Code X021
Buck Hollow Bridge (Sta. 264+82 to Sta. 267+16)

All Required	Construct Detour Road, Remove Old Bridge, Etc.	$	$ 8,000.00
All Required	Shoring, Cribbing, Etc.		3,000.00
230 cu. yds.	Structural Excavation	7.00	1,610.00
10 cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
452 cu. yds.	Class "A" Concrete	70.00	31,640.00
98,000 lbs.	Metal Reinforcement	0.115	11,270.00
		Subtotal	$55,620.00
		10% Engr. & Cont.	5,562.00
		Total	$61,182.00

Length of Structure 0.044 mile

Federal Funds- -	$37,900.00
State Funds- -	11,641.00
County Funds -	11,641.00
	$61,182.00

RECEIVED
AUG [illegible] 1953
FOR FILING

5-286(2)

3996

August 12, 1953

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3996 awarded to you on July 10, 1953 by the State Highway Commission, for construction of the Buck Hollow Bridge on the Willamina-Coast Creek Road in Yamhill Oregon.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED

FOR FILING

agreement for confirmation

5322-(2)

3992

R

July 10, 1953

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 25, 1953, accepted your proposal to construct the Buck Hollow Bridge over Willamina Creek on the Willamina-Coast Creek Road in Yamhill County for the sum of $51,770.00, and on the same day awarded Contract No. 3926 to you subject to concurrence from the Bureau of Public Roads and provisions made by Yamhill County for the deposit of $11,650.00. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Mr. W. M. Brennan
Mr. E. G. Smith
Mr. S. H. Probert
Mr. G. S. Paxson
Mrs. Goldie Lewis

RECEIVED

FORM E-30 37,500 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 10, 1953
9:15 a.m.

Hamilton & Thoms

Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Buck Hollow Bridge over Willamina Creek on Willamina-Coast Creek Road in Yamhill County for which you submitted low bid on June 25. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

S. H. Probert

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RECEIVED
FOR FILING

FORM E-20 27,500 4-52 [illegible]

S-226(-)

3796

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: W. C. Williams
OFFICE

We have received this date an advance deposit of $11,650 from Yamhill County in connection with the Buck Hollow Bridge County FAS Project. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

cc: G. S. Paxson
S. H. Probert

RECEIVED
1953

RECEIVED

FILED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

July 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence in award of contract No. 3996 for Oregon Project S-286(2), Buck Hollow Bridge Section of the Willamina-Coast Creek Road in Yamhill County, to Hamilton and Thoma of Eugene, Oregon, low bidder in the amount of $51,770.00 at the June 25, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
JUL 8 1953
FOR FILING

[illegible]

3776

File

MISC. CONTRACTS and
AGREEMENTS No. 1394

Salem, Oregon
July 6, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are three fully executed and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Yamhill County covering the Buck Hollow Bridge Section of the Willamina-Coast Creek County Road, FAS 114.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Yamhill County.

Yours very truly,

Secretary

rn
Attach: 6

FORM E-30 37,500 4-52 50605

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO Glaisyer
By Asst. Chief Engineer

Herewith three copies of a finance agreement signed by the Yamhill County Court covering the Buck Hollow Bridge Section of the Willamina-Coast Creek County Road, FAS 114, in Yamhill County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-25-53
F Query

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
H B Glaisyer
Secretary F-Q.

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80 37,500 4-52 50605

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Galguer
By Asst. Chief Engineer

Attached are seven copies of a maintenance agreement signed by the Yamhill County Court covering the Buck Hollow Bridge Section of the Willamina-Coast Creek County Road, FAS 114, in Yamhill County.

Please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids are to be received 6-25-53 for this project.
F. Query

RECEIVED
JUL 6 1953
FOR FILING

S 386(2)

2116

July 6, 1953

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Yamhill County one fully executed copy each of a Maintenance Agreement and a Finance Agreement between the State Highway Commission and Yamhill County covering the Buck Hollow Bridge Section of the Willamina- Coast Creek County Road, FAS 114.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUN 30 1953
FOR FILING

S-296([illegible])
3996

June 30, 1953

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 25, 1953 accepted your bid in the amount of $51,770.00 for bridge construction on the Buck Hollow Bridge section of Willamina-Coast Creek Road in Yamhill County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and Yamhill County has made provisions for the deposit of $11,650.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraph on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Encl.

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa-SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-22A(2)
3796
S-286(2)

June 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-286(2), Buck Hollow Bridge Section of the Willamina-Coast Creek Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and easement resolutions, executed by the County Court, prior to the project agreement stage.

Very truly yours,

CGPolk
C. G. Polk
District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

P

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 1, 1953

Const
Fed. Aid
Prog. & Proj.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The route sketch map dated March, 1953, for Oregon Project FAS-WPS 286, Coast Creek-Willamina Section in Yamhill County, is approved today subject to the following conditions:

> That the railroad grade crossing within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.
>
> That adequate signs and protective devices be installed warning of the narrow bridges on the route until such time as new bridges are constructed.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
FOR FILING

[illegible]

April 22, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blueprint copies of project statement map for the Coast Creek-Willamina Section, Project No. FAS-WPS-286 (Revised).

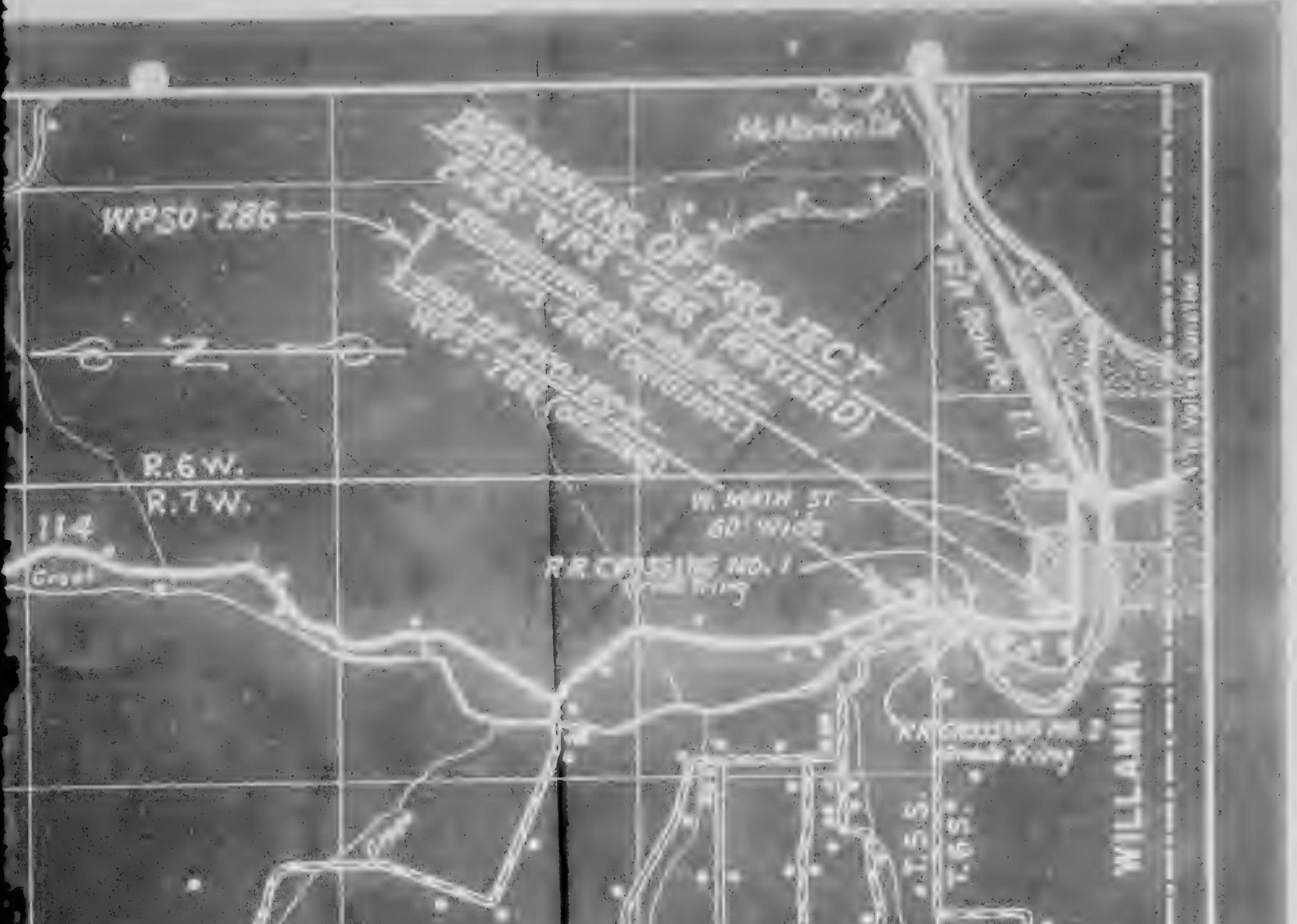
Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs


WPS0-286
BEGINNING OF PROJECT
FAS-WPS-286 (REVISED)
END OF PROJECT
WPS-286
McMinnville
R.6 W.
R.7 W.
114
W. MAIN ST
60' Wide
R.R. CROSSING NO. 1
R.R. CROSSING NO. 2
T.5 S.
T.6 S.
WILLAMINA

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

COAST CR.-WILLAMINA SECTION

COUNTY ROAD

YAMHILL COUNTY

PROJECT NO. FAS-WPS-286 (REVISED)

Scale 2" = 1 Mi. Mar. 1953

Length of Project 6.30 Mi.

END OF PROJECT
(REVISED)
BRIDGE NO. 1
BRIDGE NO. 2
F.A.S. ROUTE 114
T. 43
T. 53
4

BF-50(5) N. Corvallis Sec., Pacific 1953
Hwy., West in Corvallis
#3997

Oregon State Highway Department

Federal Aid Project
No. BF-50 (5)

NORTH CORVALLIS SECTION OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Revised Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 19, 1955

INSIDE CORVALLIS URBAN AREA

Type Code 6201
4-Lane Roadway (Northbound Sta. -3+78.70 to Sta. 44+97.00) (Contract No. 3997)

All Required	Clearing and Grubbing (35%)		$ 1,925.00
200 sq. yds.	Removal of Walks and Driveways	$ 1.00	200.00
1,650 lin. ft.	Removal of Curbs	1.00	1,650.00
4 only	Removal of Catch Basins	20.00	80.00
160 cu. yds.	Structural Excavation, Unclassified	2.00	320.00
245,000 cu. yds.	Special Borrow Excavation, Unclassified	0.23	56,350.00
9,500 cu. yds.	General Excavation, Unclassified	0.27	2,565.00
1,480,000 yd. sta.	Short Overhaul	0.0075	11,100.00
36,000 C-yd. sta.	Long Overhaul	0.40	14,400.00
3,000 cu. yds.	Excavating and Placing Topsoil	0.65	1,950.00
0.88 mile	Finishing Roadbed and Slopes	500.00	440.00
290 lin. ft.	8-inch Sewer Pipe	1.25	362.50
390 lin. ft.	10-inch Sewer Pipe	1.50	585.00
440 lin. ft.	12-inch Concrete Pipe	1.90	836.00
70 lin. ft.	18-inch Concrete Pipe	2.75	192.50
13 only	Concrete Catch Basins	70.00	910.00
1 only	Concrete Manhole	300.00	300.00
48 cu.yds.	Concrete Curbs	40.00	1,920.00
60 only	Corrugated Metal Sight Posts	2.50	150.00
18,000 cu. yds.	Coarse Material in Base	0.85	15,300.00
3,400 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	6,800.00
440 M-gal.	Sprinkling	2.25	990.00
260 cu. yds.	3/4" - 0 Material in Binder Course	3.50	910.00
43 tons	RC-3 Asphalt in Binder Course	38.00	1,634.00
5,700 tons	Class "B" Asphaltic Concrete	5.75	32,775.00
25 tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	900.00
150 cu. yds.	Aggregate in Seal Coat	3.50	525.00
350 cu. yds.	Aggregate in Shoulder Oiling	4.50	1,575.00
26 tons	150-200 Asphalt in Shoulder Oiling	40.00	1,040.00

8 tons	RS-1 Emulsified Asphalt in Shoulder Oiling	$45.00	$ 360.00
360 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	360.00
1,300 lin. ft.	Asphaltic Concrete Dikes	1.50	1,950.00
	Subtotal		$161,355.00
	10% Engr. & Cont.		16,135.50
	Total		$177,490.50

Length of Roadway 0.871 Mile
Cost Per Mile $203,783.00

2-Lane Roadway (Northbound Sta. 44+97 to Sta. 68+30)(Contract No. 3227)

All Required	Clearing and Grubbing (15%)	$	$ 825.00
20 cu. yds.	Structural Excavation, Unclassified	2.00	40.00
25,000 cu. yds.	Special Borrow Excavation, Unclass.	0.23	5,750.00
4,400 cu. yds.	General Excavation, Unclassified	0.27	1,188.00
110,000 yd. sta.	Short Overhaul	0.0075	825.00
1,800 C-yd. sta.	Long Overhaul	0.40	720.00
200 cu. yds.	Excavating and Placing Topsoil	0.65	130.00
0.44 mile	Finishing Roadbed and Slopes	500.00	220.00
20 lin. ft.	8-inch Sewer Pipe	1.25	25.00
180 lin. ft.	36-inch Concrete Pipe	7.00	1,260.00
1 only	Concrete Catch Basin	70.00	70.00
40 only	Corrugated Metal Sight Posts	2.50	100.00
8,400 cu. yds.	Coarse Material in Base	0.85	7,140.00
1,300 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	2,600.00
200 M-gal.	Sprinkling	2.25	450.00
80 cu. yds.	3/4" - 0 Material in Binder Course	3.50	280.00
13 tons	RC-3 Asphalt in Binder Course	38.00	494.00
1,500 tons	Class "B" Asphaltic Concrete	5.75	8,625.00
7 tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	252.00
40 cu. yds.	Aggregate in Seal Coat	3.50	140.00
100 cu. yds.	Aggregate in Shoulder Oiling	4.50	450.00
8 tons	150-200 Asphalt in Shoulder Oiling	40.00	320.00
2 tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	90.00
200 lin. ft.	Asphaltic Concrete Dikes	1.50	300.00
	Subtotal		$ 32,294.00
	10% Engr. & Cont.		3,229.40
	Total		$ 35,523.40

Length of Roadway 0.440 Mile
Cost Per Mile $80,735.00

Type Code X008
Twin Box Culverts (Northbound Sta. 23+64 to Sta. 23+86.5)(Contract No. 3997)

150 cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 300.00
1,100 cu. yds.	General Excavation, Unclassified	0.27	297.00
375 cu. yds.	Class "A" Concrete	48.50	18,187.50
42,000 lbs.	Metal Reinforcement	0.11	4,620.00
			$ 23,404.50

Type Code X121
North Corvallis Overcrossing (R.R.)(Sta. 37+71.60 to Sta. 40+22.10)
(Contract No. 4007)

560 cu. yds.	Strustural Excavation	$ 4.50	$ 2,520.00
10 cu. yds.	Structural Excavation Below Elevation Shown	5.00	50.00
4,700 lin. ft.	Furnish Treated Timber Piling	1.25	5,875.00
180 only	Drive Timber Piles	51.00	9,180.00
1,140 lin. ft.	Furnish Steel Piling	5.00	5,700.00
20 only	Drive Steel Piles	90.00	1,800.00
1,250 cu. yds.	Class "A" Concrete	54.00	67,500.00
306,000 lbs.	Metal Reinforcement	0.11	33,660.00
515 lin. ft.	Metal Rail	11.00	5,665.00
140 lin. ft.	6-inch Metal Drain Pipe	3.00	420.00
			$132,370.00
All Required	Work Performed by Southern Pacific RR Co's. Forces		1,341.78
	Subtotal		$157,116.28
	Engr. & Cont.		14,235.67
	Total		$171,351.95

Length of Box Culverts	0.004 mile
Length of Overcrossing Structure	0.048 mile
Total Length	0.052 mile

OUTSIDE CORVALLIS URBAN AREA

Type Code 6201
2-lane Roadway (Sta. 68+80 to Sta. 138+74.55)(Contract No. 3997)

All Required	Clearing and Grubbing (50%)		$ 2,750.00
40 cu. yds.	Structural Excavation, Unclassified	$ 2.00	80.00
17,000 cu. yds.	General Excavation, Unclassified	0.27	4,590.00
60,000 yd. sta.	Short Overhaul	0.0075	450.00
900 C-yd. sta.	Long Overhaul	0.40	360.00
1.32 miles	Finishing Roadbed and Slopes	500.00	660.00
65 cu. yds.	Class "A" Concrete	48.50	3,152.50
9,000 lbs.	Metal Reinforcement	0.11	990.00

22,600 cu. yds.	Coarse Material in Base	$ 0.85	$ 19,210.00
3,600 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	7,200.00
560 M-gal.	Sprinkling	2.25	1,260.00
200 cu. yds.	3/4" - 0 Material in Binder Course	3.50	700.00
34 tons	RC-3 Asphalt in Binder Course	38.00	1,292.00
3,800 tons	Class "B" Asphaltic Concrete	5.75	21,850.00
18 tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	648.00
110 cu. yds.	Aggregate in Seal Coat	3.50	385.00
320 cu. yds.	Aggregate in Shoulder Oiling	4.50	1,440.00
26 tons	150-200 Asphalt in Shoulder Oiling	40.00	1,040.00
7 tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	315.00
	Subtotal		$ 68,372.50
	10% Engr. & Cont.		6,837.25
	Total		$ 75,209.75

Length of Roadway 1.325 miles
Cost per mile $56,762.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside Urban Area			
4-Lane Roadway	$177,490.50	$109,682.00	$ 67,808.50
2-Lane Roadway	35,523.40	21,952.00	13,571.40
Structures	171,351.95	105,889.00	65,462.95
Outside Urban Area			
2-Lane Roadway	75,209.75	46,477.00	28,732.75
	$459,575.60	$284,000.00	$175,575.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951

State Funds for Maintenance: Chap. 529, laws 1939

Form PR 2 (Revised 1950)

1127

State Oregon

- Federal Aid Bond Issue

Project No. BF-50(5)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 11th day of May, 1953, a program, which was approved on the 25th day of May, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 10th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred eighty-four thousand and 00/100 dollars ($284,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

([illegible]

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station -(3+78.7) on N. 3rd at Van Buren St. in Corvallis and survey station 138+74.55 in the NW 1/4, Section 24, T. 11 S., R. 5 W., W.M., without exception,

, length 2.688 miles, in Benton County, being Oregon Federal Aid / Bond Issue project No. UF-50(5), consisting of 2.640 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.048 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred eighty-four thousand and 00/100 dollars ($284,000.00), which does not exceed the authorized Federal pro rata share of four hundred fifty-nine thousand, five hundred seventy-five and 60/100 dollars ($459,575.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A462

RECEIVED MAR 8 - 1954

OREGON MAY 4 1954

OREGON DISTRICT MAR 10 1954 RECEIVED

Oregon State Highway Department

Federal Aid Project
No. UF-50 (5)

NORTH CORVALLIS SECTION OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1953

INSIDE CORVALLIS URBAN AREA

Type Code 6201
4-Lane Roadway (Northbound Sta. -3+72.70 to Sta. 44+97.00) (Contract No. 3997)

All Required		Clearing and Grubbing (35%)		$ 1,925.00
200	sq. yds.	Removal of Walks and Driveways	$ 1.00	200.00
1,650	lin. ft.	Removal of Curbs	1.00	1,650.00
4	only	Removal of Catch Basins	20.00	80.00
160	cu. yds.	Structural Excavation, Unclassified	2.00	320.00
245,000	cu. yds.	Special Borrow Excavation, Unclassified	0.23	56,350.00
9,500	cu. yds.	General Excavation, Unclassified	0.27	2,565.00
1,480,000	yd. sta.	Short Overhaul	0.0075	11,100.00
36,000	C-yd. sta.	Long Overhaul	0.40	14,400.00
3,000	cu. yds.	Excavating and Placing Topsoil	0.65	1,950.00
0.88	mile	Finishing Roadbed and Slopes	500.00	440.00
290	lin. ft.	8-inch Sewer Pipe	1.25	362.50
390	lin. ft.	10-inch Sewer Pipe	1.50	585.00
440	lin. ft.	12-inch Concrete Pipe	1.90	836.00
70	lin. ft.	18-inch Concrete Pipe	2.75	192.50
13	only	Concrete Catch Basins	70.00	910.00
1	only	Concrete Manholes	300.00	300.00
48	cu. yds.	Concrete Curbs	40.00	1,920.00
60	only	Corrugated Metal Sight Posts	2.50	150.00
18,000	cu. yds.	Coarse Material in Base	0.85	15,300.00
3,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	6,800.00
440	M-gal.	Sprinkling	2.25	990.00
260	cu. yds.	3/4" - 0 Material in Binder Course	3.50	910.00
43	tons	RC-3 Asphalt in Binder Course	38.00	1,634.00
5,700	tons	Class "B" Asphaltic Concrete	5.75	32,775.00
25	tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	900.00
150	cu. yds.	Aggregate in Seal Coat	3.50	525.00
350	cu. yds.	Aggregate in Shoulder Oiling	4.50	1,575.00
26	tons	150-200 Asphalt in Shoulder Oiling	40.00	1,040.00

8	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	$ 45.00	$ 360.00
360	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	360.00
1,300	lin. ft.	Asphaltic Concrete Dikes	1.50	1,950.00
		Subtotal		$161,355.00
		10% Engr. & Cont.		16,135.50
		Total		$177,490.50

Length of Roadway 0.871 mile
Cost per mile $203,785.00

2-Lane Roadway (Northbound Sta. 44+97 to Sta. 68+40)(Contract No. 3997)

All Required		Clearing and Grubbing (15%)		$ 825.00
20	cu. yds.	Structural Excavation, Unclassified	$ 2.00	40.00
25,000	cu. yds.	Special Borrow Excavation, Unclassified	0.23	5,750.00
4,400	cu. yds.	General Excavation, Unclassified	0.27	1,188.00
110,000	yd. sta.	Short Overhaul	0.0075	825.00
1,800	C-yd. sta.	Long Overhaul	0.40	720.00
200	cu. yds.	Excavating and Placing Topsoil	0.65	130.00
0.44	mile	Finishing Roadbed and Slopes	500.00	220.00
20	lin. ft.	8-inch Sewer Pipe	1.25	25.00
180	lin. ft.	36-inch Concrete Pipe	7.00	1,260.00
1	only	Concrete Catch Basin	70.00	70.00
40	only	Corrugated Metal Sight Posts	2.50	100.00
8,400	cu. yds.	Coarse Material in Base	0.85	7,140.00
1,300	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	2,600.00
200	M-gal.	Sprinkling	2.25	450.00
80	cu. yds.	3/4" - 0 Material in Binder Course	3.50	280.00
13	tons	MC-3 Asphalt in Binder Course	38.00	494.00
1,500	tons	Class "B" Asphaltic Concrete	5.75	8,625.00
7	tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	252.00
40	cu. yds.	Aggregate in Seal Coat	3.50	140.00
100	cu. yds.	Aggregate in Shoulder Oiling	4.50	450.00
8	tons	150-200 Asphalt in Shoulder Oiling	40.00	320.00
2	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	90.00
200	lin. ft.	Asphaltic Concrete Dikes	1.50	300.00
		Subtotal		$ 32,294.00
		10% Engr. & Cont.		3,229.40
		Total		$ 35,523.40

Length of Roadway 0.440 mile
Cost per Mile $80,735.00

Type Code X008
Twin Box Culverts (Northbound Sta. 23+64 to Sta. 23+86.5)(Contract No. 3997)

150	cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 300.00
1,100	cu. yds.	General Excavation, Unclassified	0.27	297.00
375	cu. yds.	Class "A" Concrete	48.50	18,187.50
42,000	lbs.	Metal Reinforcement	0.11	4,620.00
				$ 23,404.50

Type Code X121
North Corvallis Overcrossing (R.R.) (Sta. 37+71.60 to Sta. 40+22.10)
(Contract No. 4007)

560	cu. yds.	Structural Excavation	$ 4.50	$ 2,520.00
10	cu. yds.	Structural Excavation Below Elevation Shown	5.00	50.00
4,700	lin. ft.	Furnish Treated Timber Piling	1.25	5,875.00
180	only	Drive Timber Piles	51.00	9,180.00
1,140	lin. ft.	Furnish Steel Piling	5.00	5,700.00
20	only	Drive Steel Piles	90.00	1,800.00
1,250	cu. yds.	Class "A" Concrete	54.00	67,500.00
306,000	lbs.	Metal Reinforcement	0.11	33,660.00
515	lin. ft.	Metal Rail	11.00	5,665.00
140	lin. ft.	6-inch Metal Drain Pipe	3.00	420.00
				$132,370.00

Subtotal	$155,774.50
10% Engr. & Cont.	15,577.45
Total	$171,351.95

Length of Box Culverts	0.004 mile
Length of Overcrossing Structure	0.048 mile
Total Length	0.052 mile

OUTSIDE CORVALLIS URBAN AREA

Type Code 6201
2-Lane Roadway (Sta. 68+80 to Sta. 138+74.55)(Contract No. 3997)

All Required		Clearing and Grubbing (50%)		$ 2,750.00
40	cu. yds.	Structural Excavation, Unclassified	$ 2.00	80.00
17,000	cu. yds.	General Excavation, Unclassified	0.27	4,590.00
60,000	yd. sta.	Short Overhaul	0.0075	450.00
900	C-yd. sta.	Long Overhaul	0.40	360.00
1.32	miles	Finishing Roadbed and Slopes	500.00	660.00
65	cu. yds.	Class "A" Concrete	48.50	3,152.50
9,000	lbs.	Metal Reinforcement	0.11	990.00

22,600	cu. yds.	Coarse Material in Base	$ 0.85	$ 19,210.00
3,600	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	7,200.00
560	M-gal.	Sprinkling	2.25	1,260.00
200	cu. yds.	3/4" - 0 Material in Binder Course	3.50	700.00
34	tons	RC-3 Asphalt in Binder Course	38.00	1,292.00
3,800	tons	Class "B" Asphaltic Concrete	5.75	21,850.00
18	tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	648.00
110	cu. yds.	Aggregate in Seal Coat	3.50	385.00
320	cu. yds.	Aggregate in Shoulder Oiling	4.50	1,440.00
26	tons	150-200 Asphalt in Shoulder Oiling	40.00	1,040.00
7	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	315.00
			Subtotal	$ 68,372.50
			10% Engr. & Cont.	6,837.25
			Total	$ 75,209.75

Length of Roadway 1.325 miles
Cost per Mile $56,762.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside Urban Area			
4-Lane Roadway	$177,490.50	$109,682.00	$ 67,808.50
2-Lane Roadway	35,523.40	21,952.00	13,571.40
Structures	171,351.95	105,889.00	65,462.95
Outside Urban Area			
2-Lane Roadway	75,209.75	46,477.00	28,732.75
	$459,575.60	$284,000.00	$175,575.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. UF-50 (5)

NORTH CORVALLIS SECTION OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 22, 1953

INSIDE CORVALLIS URBAN AREA

Type Code 6201
4-Lane Roadway (Northbound Sta. -3+78.70 to Sta. 44+97.00)(Contract No. 3997)

All Required		Clearing and Grubbing (35%)		$ 1,925.00
200	sq. yds.	Removal of Walks and Driveways	$ 1.00	200.00
1,650	lin. ft.	Removal of Curbs	1.00	1,650.00
4	only	Removal of Catch Basins	20.00	80.00
160	cu. yds.	Structural Excavation, Unclassified	2.00	320.00
245,000	cu. yds.	Special Borrow Excavation, Unclassified	0.23	56,350.00
9,500	cu. yds.	General Excavation, Unclassified	0.27	2,565.00
1,480,000	yd. sta.	Short Overhaul	0.0075	11,100.00
36,000	C-yd. sta.	Long Overhaul	0.40	14,400.00
3,000	cu. yds.	Excavating and Placing Topsoil	0.65	1,950.00
0.88	mile	Finishing Roadbed and Slopes	500.00	440.00
290	lin. ft.	8-inch Sewer Pipe	1.25	362.50
390	lin. ft.	10-inch Sewer Pipe	1.50	585.00
440	lin. ft.	12-inch Concrete Pipe	1.90	836.00
70	lin. ft.	18-inch Concrete Pipe	2.75	192.50
13	only	Concrete Catch Basins	70.00	910.00
1	only	Concrete Manhole	300.00	300.00
48	cu. yds.	Concrete Curbs	40.00	1,920.00
60	only	Corrugated Metal Sight Posts	2.50	150.00
18,000	cu. yds.	Coarse Material in Base	0.85	15,300.00
3,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	6,800.00
440	M-gal.	Sprinkling	2.25	990.00
260	cu. yds.	3/4" - 0 Material in Binder Course	3.50	910.00
43	tons	RC-3 Asphalt in Binder Course	38.00	1,634.00
5,700	tons	Class "B" Asphaltic Concrete	5.75	32,775.00
25	tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	900.00
150	cu. yds.	Aggregate in Seal Coat	3.50	525.00
350	cu. yds.	Aggregate in Shoulder Oiling	4.50	1,575.00
26	tons	150-200 Asphalt in Shoulder Oiling	40.00	1,040.00
8	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	360.00

360	lin. ft.	Asphaltic Concrete Traffic Markers	$1.00	$ 360.00
1,300	lin. ft.	Asphaltic Concrete Dikes	1.50	1,950.00
			Subtotal	$161,355.00
			10% Engr. & Cont.	16,135.50
			Total	$177,490.50

Length of Roadway 0.871 mile
Cost per mile $203,783.00

2-Lane Roadway (Northbound Sta. 44+97 to Sta. 68+80)(Contract No. 3997)

All Required		Clearing and Grubbing (15%)		$ 825.00
20	cu. yds.	Structural Excavation, Unclassified	$ 2.00	40.00
25,000	cu. yds.	Special Borrow Excavation, Unclassified	0.23	5,750.00
4,400	cu. yds.	General Excavation, Unclassified	0.27	1,188.00
110,000	yd. sta.	Short Overhaul	0.0075	825.00
1,800	C-yd. sta.	Long Overhaul	0.40	720.00
200	cu. yds.	Excavating and Placing Topsoil	0.65	130.00
0.44	mile	Finishing Roadbed and Slopes	500.00	220.00
20	lin. ft.	8-inch Sewer Pipe	1.25	25.00
180	lin. ft.	36-inch Concrete Pipe	7.00	1,260.00
1	only	Concrete Catch Basin	70.00	70.00
40	only	Corrugated Metal Sight Posts	2.50	100.00
8,400	cu. yds.	Coarse Material in Base	0.85	7,140.00
1,300	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	2,600.00
200	M-gal.	Sprinkling	2.25	450.00
80	cu. yds.	3/4" - 0 Material in Binder Course	3.50	280.00
13	tons	RC-3 Asphalt in Binder Course	38.00	494.00
1,500	tons	Class "B" Asphaltic Concrete	5.75	8,625.00
7	tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	252.00
40	cu. yds.	Aggregate in Seal Coat	3.50	140.00
100	cu. yds.	Aggregate in Shoulder Oiling	4.50	450.00
8	tons	150-200 Asphalt in Shoulder Oiling	40.00	320.00
2	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	90.00
200	lin. ft.	Asphaltic Concrete Dikes	1.50	300.00
			Subtotal	$ 32,294.00
			10% Engr. & Cont.	3,229.40
			Total	$ 35,523.40

Length of Roadway 0.440 mile
Cost per mile $80,735.00

Type Code X008
Twin Box Culverts (Northbound Sta. 23+64 to Sta. 23+86.5)(Contract No. 3997)

150	cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 300.00
1,100	cu. yds.	General Excavation, Unclassified	0.27	297.00
375	cu. yds.	Class "A" Concrete	48.50	18,187.50
42,000	lbs.	Metal Reinforcement	0.11	4,620.00
				$ 23,404.50

Type Code X121
North Corvallis Overcrossing (R.R.) (Sta. 37+71.60 to Sta. 40+22.10)

560	cu. yds.	Structural Excavation	$ 7.50	$ 4,200.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
4,700	lin. ft.	Furnish Treated Timber Piling	1.50	7,050.00
180	only	Drive Timber Piles	50.00	9,000.00
1,140	lin. ft.	Furnish Steel Piling	6.00	6,840.00
20	only	Drive Steel Piles	60.00	1,200.00
1,250	cu. yds.	Class "A" Concrete	70.00	87,500.00
306,000	lbs.	Metal Reinforcement	0.115	35,190.00
515	lin. ft.	Metal Rail	12.00	6,180.00
140	lin. ft.	6-inch Metal Drain Pipe	3.00	420.00
				$157,680.00

Subtotal	$181,084.50
10% Engr. & Cont.	18,108.45
Total	$199,192.95

Length of Box Culverts	0.004 mile
Length of Overcrossing Structure	0.048 mile
Total Length	0.052 mile

OUTSIDE CORVALLIS URBAN AREA

Type Code 6201
2-Lane Roadway (Sta. 68+80 to Sta. 138+74.55)(Contract No. 3997)

All Required		Clearing and Grubbing (50%)		$ 2,750.00
40	cu. yds.	Structural Excavation, Unclassified	$ 2.00	80.00
17,000	cu. yds.	General Excavation, Unclassified	0.27	4,590.00
60,000	yd. sta.	Short Overhaul	0.0075	450.00
900	C-yd. sta.	Long Overhaul	0.40	360.00
1.32	miles	Finishing Roadbed and Slopes	500.00	660.00
65	cu. yds.	Class "A" Concrete	48.50	3,152.50
9,000	lbs.	Metal Reinforcement	0.11	990.00

22,600	cu. yds.	Course Material in Base	$ 0.85	$ 19,210.00
3,600	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	7,200.00
560	M-gal.	Sprinkling	2.25	1,260.00
200	cu. yds.	3/4" - 0 Material in Binder Course	3.50	700.00
34	tons	RC-3 Asphalt in Binder Course	38.00	1,292.00
3,600	tons	Class "B" Asphaltic Concrete	5.75	21,650.00
18	tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	648.00
110	cu. yds.	Aggregate in Seal Coat	3.50	385.00
320	cu. yds.	Aggregate in Shoulder Oiling	4.50	1,440.00
26	tons	150-200 Asphalt in Shoulder Oiling	40.00	1,040.00
7	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	315.00
			Subtotal	$ 68,372.50
			10% Engr. & Cont.	6,837.25
			Total	$ 75,209.75

Length of Roadway 1.325 miles
Cost per mile $56,762.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside Urban Area			
4-Lane Roadway	$177,490.50	$109,972.00	$ 67,518.50
2-Lane Roadway	35,523.40	22,010.00	13,513.40
Structures	199,192.95	123,419.00	75,773.95
Outside Urban Area			
2-Lane Roadway	75,209.75	46,599.00	28,610.75
	$487,416.60	$302,000.00	$185,416.60

Oregon State Highway Department

Federal Aid Project
No. RF-50 (5)

NORTH CORVALLIS SECTION OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 11, 1953

INSIDE CORVALLIS URBAN AREA

Type Code 6201
4-Lane Roadway (North Bound Sta. -3+78.70 to Sta. 44+97.00)

All Required		Clearing and Grubbing (35%)		$ 1,400.00
200	sq.yds.	Removal of Walks and Driveways	$ 0.75	150.00
1,650	lin.ft.	Removal of Curbs	0.50	825.00
4	only	Removal of Catch Basins	20.00	112.00
160	cu.yds.	Structural Excavation, Unclassified	3.00	480.00
245,000	cu.yds.	Special Borrow Excavation, Unclassified	0.25	61,250.00
9,500	cu.yds.	General Excavation, Unclassified	0.30	2,850.00
1,480,000	yd.stas.	Short Overhaul	0.01	14,800.00
36,000	C-yd.stas.	Long Overhaul	0.45	16,200.00
3,000	cu.yds.	Excavating and Placing Topsoil	1.20	3,600.00
0.88	mile	Finishing Roadbed and Slopes	600.00	528.00
290	lin.ft.	8" Sewer Pipe	1.50	435.00
390	lin.ft.	10" Sewer Pipe	1.75	682.50
440	lin.ft.	12" Concrete Pipe	2.00	880.00
70	lin.ft.	18" Concrete Pipe	3.25	227.50
13	only	Concrete Catch Basins	75.00	975.00
1	only	Concrete Manhole	250.00	250.00
48	cu.yds.	Concrete Curbs	50.00	2,400.00
60	only	Corrugated Metal Sight Posts	4.00	240.00
18,000	cu.yds.	Coarse Material in Base	1.00	18,000.00
3,400	cu.yds.	3/4" - 0 Material in Base and Shoulders	2.60	8,840.00
440	M-Gals.	Sprinkling	2.50	1,100.00
260	cu.yds.	3/4" - 0 Material in Binder Course	3.50	910.00
43	tons	MC-3 Asphalt in Binder Course	40.00	1,720.00
5,700	tons	Class "B" Asphaltic Concrete	5.75	32,775.00
25	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	1,000.00
150	cu.yds.	Aggregate in seal Coat	4.50	675.00
350	cu.yds.	Aggregate in Shoulder Oiling	4.00	1,400.00
26	tons	150-200 Asphalt in Shoulder Oiling	43.00	1,118.00
8	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	360.00

360	lin.ft.	Asphaltic Concrete Traffic Markers	$ 1.00	$ 360.00
1,300	lin.ft.	Asphaltic Concrete Dikes	1.75	2,275.00
		Subtotal		$178,818.00
		10% Engr. & Cont.		17,881.80
		Total		$196,699.80

Length of Roadway 0.871 Mile
Cost per Mile $225,832.14

2-Lane Roadway (North Bound Sta. 44+97 to Sta. 68+80)

All Required		Clearing and Grubbing (15[illegible])		$ 600.00
20	cu.yds.	Structural Excavation, Unclassified	$ 3.00	60.00
25,000	cu.yds.	Special Borrow Excavation, Unclassified	0.25	6,250.00
4,400	cu.yds.	General Excavation, Unclassified	0.30	1,320.00
110,000	yd.stas.	Short Overhaul	0.01	1,100.00
1,800	C-yd.stas.	Long Overhaul	0.45	810.00
200	cu.yds.	Excavating and Placing Topsoil	1.20	240.00
0.44	mile	Finishing Roadbed and Slopes	600.00	264.00
20	lin.ft.	8" Sewer Pipe	1.50	30.00
180	lin.ft.	36" Concrete Pipe	10.00	1,800.00
1	only	Concrete Catch Basin	75.00	75.00
40	only	Corrugated Metal Sight Posts	4.00	160.00
8,400	cu.yds.	Coarse Material in Base	1.00	8,400.00
1,300	cu.yds.	3/4" - 0 Material in Base and Shoulders	2.60	3,380.00
200	M-gals.	Sprinkling	2.50	500.00
80	cu.yds.	3/4" - 0 Material in Binder Course	3.50	280.00
13	tons	MC-3 Asphalt in Binder Course	40.00	520.00
1,500	tons	Class "B" Asphaltic Concrete	5.75	8,625.00
7	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	280.00
40	cu.yds.	Aggregate in Seal Coat	4.50	180.00
100	cu.yds.	Aggregate in Shoulder Oiling	4.00	400.00
8	tons	150-200 Asphalt in Shoulder Oiling	43.00	344.00
2	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	90.00
200	lin.ft.	Asphaltic Concrete Dikes	1.75	350.00
		Subtotal		$ 36,058.00
		10% Engr. & Cont.		3,605.80
		Total		$ 39,663.80

Length of Roadway 0.440 Mile
Cost per Mile $90,145.00

Type Code X008
Twin Box Culverts (North Bound Sta. 23+64 to Sta. 23+86.5)

150	cu.yds.	Structural Excavation, Unclassified	$ 3.00	$ 450.00
1,100	cu.yds.	General Excavation, Unclassified	0.30	330.00
375	cu.yds.	Class "A" Concrete	60.00	22,500.00
42,000	lbs.	Metal Reinforcements	0.12	5,040.00
		Subtotal		$ 28,320.00
		10% Engr. & Cont.		2,832.00
		Total		$ 31,152.00

Length of Box Culverts	0.004	Mile
Length of Overcrossing Structure	0.048	Mile (Separate Contract)
Total Length of Structures	0.052	Mile

OUTSIDE CORVALLIS URBAN AREA

Type Code 6201
2-Lane Roadway (Sta. 68+80 to Sta. 138+74.55)

All Required		Clearing and Grubbing (50%)		$ 2,000.00
40	cu.yds.	Structural Excavation, Unclassified	$ 3.00	120.00
17,000	cu.yds.	General Excavation, Unclassified	0.30	5,100.00
60,000	yd.stas.	Short Overhaul	0.01	600.00
900	C-yd.stas.	Long Overhaul	0.45	405.00
1.32	miles	Finishing Roadbed and Slopes	600.00	792.00
65	cu.yds.	Class "A" Concrete	60.00	3,900.00
9,000	lbs.	Metal Reinforcement	0.12	1,080.00
22,600	cu.yds.	Coarse Material in Base	1.00	22,600.00
3,600	cu.yds.	3/4" - 0 Material in Base and Shoulders	2.60	9,360.00
560	M-gals.	Sprinkling	2.50	1,400.00
200	cu.yds.	3/4" - 0 Material in Binder Course	3.50	700.00
34	tons	RC-3 Asphalt in Binder Course	40.00	1,360.00
3,800	tons	Class "B" Asphaltic Concrete	5.75	21,850.00
18	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	720.00
110	cu.yds.	Aggregate in Seal Coat	4.50	495.00
320	cu.yds.	Aggregate in Shoulder Oiling	4.00	1,280.00
26	tons	150-200 Asphalt in Shoulder Oiling	43.00	1,118.00
7	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	45.00	315.00
		Subtotal		$ 75,195.00
		10% Engr. & Cont.		7,519.50
		Total		$ 82,714.50

Length of Roadway 1.325 Miles
Cost per Mile $62,426.03

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside Urban Area			
4-Lane Roadway	$196,699.80	$121,874.00	$ 74,825.80
2-Lane Roadway	39,663.80	24,575.00	15,088.80
Structure	31,152.00	19,302.00	11,850.00
Outside Urban Area			
2-Lane Roadway	82,714.50	51,249.00	31,465.50
	$350,230.10	$217,000.00	$133,230.10

NORTH CORVALLIS OVERCROSSING

	UNIT	Bid Quan.	Unit Price	Amount
1. Structural Excavation	Cu. Yd.	560	$7^{\underline{50}}$	4,200
2. Excavation Below Elev. Shown	Cu. Yd.	10	10 —	100
3. Furnish Treated Timber Piling	Lin. Ft.	4,700	$1^{\underline{50}}$	7050
4. Drive Timber Piles	Ea.	180	50 —	9000
5. Furnish Steel Piling	Lin. Ft.	1,140	6 —	6840
6. Drive Steel Piles	Ea.	20	60 —	1200
7. Class "A" Concrete	Cu. Yd.	1,250	70 —	87500
8. Metal Reinforcement	Lb.	306,000	.115	35 190 ~~39 790~~
9. Metal Rail	Lin. Ft.	515	12 —	6180
10. 6-inch Metal Drain Pipe, Coated	Lin. Ft.	140	3 —	420
				~~162,280~~ 157,680

Work by [illegible]

$9,620

171,900

$21,487^{\underline{50}}$

$193,387^{\underline{50}}$

Est. max. $200,000

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JUN 24 1955
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R. H. Baldock

June 17th, 1955

North Corvallis Section
Contract #3997

FINAL COST ANALYSIS
Grading and Paving
Berke Brothers, Contractor
David H. Moehring, Resident Engineer

Pacific Highway West
Prefix 2-1026 BF-50(5)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1 Clearing & Grubbing	All		$	$	$ 2,823.58	$ 5,500.00
1 Removal of Walks & Driveways	119.6	Sq. Yd.	1.00	0.75	89.58	119.60
1 Removal of Curbs	1,336.5	Lin. Ft.	1.00	0.84	1,119.52	1,336.50
1 Removal of Catch Basins	4	Each	20.00	14.43	57.72	80.00
1 & 2 Struct. Excavation	3,771.34	Cu. Yd.	2.00	2.00	7,542.60	7,542.68
1 Special Borrow Excavation	251,212.6	" "	0.23	0.183	45,924.56	57,778.90
1 General Excavation	20,115.6	" "	0.27	0.243	4,891.61	5,431.21
1 Short Overhaul	1,499,213.6	Yd. Sta.	0.0075	0.0074	11,151.75	11,244.10
1 Long Overhaul	28,038.9	C-Yd. Sta.	0.40	0.41	11,437.56	11,215.56
1 Finish R/B & Slopes	2.64	Mile	500.00	399.85	1,055.61	1,320.00
2 8" Sewer Pipe	519	Lin. Ft.	1.25	1.25	648.75	648.75
1 12" Conc. Culv. Pipe	997	" "	1.90	1.47	1,471.52	1,894.30
1 18" " " "	390	" "	2.75	2.39	932.79	1,072.50
1 36" " " "	168	" "	7.00	6.22	1,045.13	1,176.00
2 Conc. Catch Basins	14	Each	70.00	70.00	980.00	980.00
2 Concrete Manholes	1	"	300.00	300.00	300.00	300.00
2 " Curbs	42.22	Cu. Yd.	40.00	40.00	1,688.80	1,688.80
2 Corr. Metal Sight Posts	101	Each	2.50	2.50	252.50	252.50
3 Class "A" Concrete	477.59	Cu. Yd.	48.50	48.50	23,163.12	23,163.12
3 Metal Reinforcement	59,274.8	Lb.	0.11	0.11	6,520.23	6,520.23
1 Coarse Material in Base	48,601	Cu. Yd.	0.85	0.835	40,614.03	41,310.85
2 3/4"-0" Mat'l. in Base and Shldrs.	6,148	" "	2.00	2.00	12,296.00	12,296.00
2 Sprinkling	1,024.95	M/Gal.	2.25	2.25	2,306.14	2,306.14

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
2 3/4"-0" Mat'l. in Binder Course	236	Cu. Yd.	$ 3.50	$ 3.50	$ 826.00	$ 826.00
2 RC-3 Asphalt in Binder Course	90.35	Ton	38.00	38.00	3,433.30	3,433.30
2 Class "B" Asphaltic Concrete	10,674.46	"	5.75	5.75	61,378.15	61,378.15
2 Aggregate in Shoulder Oiling	573	Cu. Yd.	4.50	4.50	2,578.50	2,578.50
2 150-200 Asphalt in Shoulder Oiling	53.85	Ton	40.00	40.00	2,154.00	2,154.00
2 RS-1 Emulsion in Shoulder Oiling	13.19	"	45.00	45.00	593.55	593.55
2 Asphaltic Concrete Traffic Markers	620.1	Lin. Ft.	1.00	1.00	620.10	620.10
2 Asphaltic Concrete Dikes	1,205.4	" "	1.50	1.50	1,808.10	1,808.10
1 PA #1, Clearing & Grubbing	All	All	75.00		58.96	75.00
1 PA #2, 24" Concrete Pipe	42	Lin. Ft.	5.00	3.90	164.20	210.00
1 PA #3, Salvage & Relay 12" Concrete Pipe	75	" "	1.90	1.18	88.53	142.50
1 PA #3, 8" Concrete Pipe	240	" "	1.50	1.15	275.15	360.00
3 PA #4, Cement Adjustment, Favor of State	13	Bbl.	4.20			- 54.60
1 PA #5, Quarry Run Rock Backfill	195	Cu. Yd.	1.50	1.46	284.00	292.50
1 Force Account					687.12	701.56
					$253,262.76	$270,296.40

	Gross Revenue	Total Cost	Profit	% Profit
1 Berke Bros.	$141,206.48	$124,172.84	$17,033.64	12%
2 Warren Northwest	99,406.57	99,406.57		
3 Lockyear & White	29,683.35	29,683.35		
	$270,296.40	$253,262.76	$17,033.64	6.3%

North Corvallis Section
Contract #3997

Detail of Cost
Berke Brothers

Labor:

Labor	$37,720.36	
Labor Insurance	2,451.82	$ 40,172.18

Materials:

8" Concrete Pipe	240 Lin. Ft.	at $0.44	$ 105.60	
12" " "	997 "	" " 0.90	897.30	
18" " "	390 "	" " 1.64	639.60	
24" " "	42 "	" " 2.90	121.80	
36" " "	168 "	" " 5.20	873.60	
Gravel			896.83	3,534.73

Equipment Rentals & Misc. Supplies:

Equipment Rental, Owned	$51,091.94	
" " , Hired	13,290.63	
Gas, Oil & Grease	6,986.18	
P.U.C.	190.11	
P.L. & P.D. Insurance	471.50	
Bond	1,059.05	
Explosives	10.60	
Move In, Freight & Cartage	1,717.67	
Office & General Overhead	4,236.19	
Small Tools & Misc. Supplies	1,412.06	209,555.85

Paid Warren Northwest for Oiling & Asphaltic Concrete	99,406.57
Paid Lockyear & White for Concrete & Reinforcing Steel	29,683.35
Total Cost	$253,262.76

North Corvallis Section
Contract #3997

Remarks:

This was a "Federal Aid Project" calling for the grading and paving of 2.64 miles of highway roadbed on the North Corvallis Section of the Pacific Highway West in Benton County.

The project was bid June 25th, 1953 and awarded July 10th. Work started July 10th, 1953, and the project was completed September 23rd, 1954.

The contractor moved in a D-8 cat and dozer and a crew of 5 men to do the clearing, which was completed in approximately a month's time. A good profit was realized.

The subcontractor, Lockyear & White, started moving in the forms for the concrete box culverts on July 23rd. The excavation for the three box culverts was completed the following week, and the forms were started August 5th. All of the box culverts were completed September 26th, 1953.

The contractor installed all of the concrete culvert pipe.

The sewer pipe, catch basins, manholes, concrete curbs and sight posts were done by Warren Northwest Co. at bid prices.

The contractor started the excavation July 28th, 1953 with two D-8 cats and scrapers, three DW21's and two DW10's and one D-8 cat used as push cat. The majority of the excavation was special borrow excavation. Very good progress was made, and the excavation was completed before the fall rains started and the grading equipment moved out. A good profit was realized on the grading.

The contractor started placing base rock on part of the roadbed to allow the property owners to get in and out during the winter, using one 3/4 cu. yd. shovel, four hired trucks, one blade and one roller, but closed down for the winter the week ending November 7th, 1953. The contractor resumed the base rock operation May 7th, 1954, with an average of twelve 6 cu. yd. trucks, and the rock was all placed by July 12th, 1954.

The subcontractor, Warren Northwest, placed the 3/4"-0" level course material preparatory to shooting the RC-3 in binder course, atarted paving July 29th, and completed August 28th. The asphaltic concrete was manufactured at their commercial plant at Corvallis at bid prices. The subcontractor oiled the shoulders in two days.

The contractor had good bid prices, equipment and personal supervision, realizing a good profit on his portion of the contract.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

RECEIVED
MAR 9 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 7, 1955

BF-50 (5) ~~(CONTRACT NO.)~~ =117	(EST. NO.)	(CONTRACTOR)
3997	11-Final	Berke Bros

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4031	R-117073	$ 8,108.89	3/4/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Aug. 31, 1954**

Time Extensions: **to Sept. 23, 1954 without penalty**

Completion Date: **Sept. 23, 1954**

Date Accepted: **Oct. 28, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-7-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 21 1955
FOR FILING

BF - 30 K1
3997

February 23, 1955

REGISTER MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3997 for work performed on the North Corvallis Section of the Pacific Highway West in Benton County was completed by the contractor, Berke Bros., on September 23, 1954 and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $8,108.89 will be released to the contractor on or after March 4, 1955. The total contract amount is $270,296.40, of which amount $701.56 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

2-23-55

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DEC 7 - 1954
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BF-50(5)

9

December 6, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 23, 1954 on Contract No. 3997, North Corvallis Section in Benton County, in connection with Federal Aid Project No. BF-50 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DBP:sh

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NOV 15 1954
FOR FILING

Br 5(7)
3144

November 8, 1954

Burke Bros.
P. O. Box 346
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 2[illegible], 1954 had under discussion your request for an extension of time, from August 31, 1954 to September 23, 1954, within which to complete your contract No. 3997, for grading and paving on the North Corvallis Section of the Pacific Highway West in Benton County

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Lloyd Query, Assistant Secretary

gl

cc: J. [illegible]. Walker,
Division Engineer

David, Boehring,
Resident Engineer

H. [illegible]. Smith,
Construction Engineer

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NOV 3 1954
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[illegible]

November 1, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Berke Bros. on contract No. 3997, for grading and paving on the North Corvallis Section of Pacific Highway West in Benton County.

This payment, in the amount of $16,307.28, will be released to the contractor on or after November 12, 1954. The retained percentage is $8,108.89.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-1-54 gl

RECEIVED
OCT 27 1954
FOR FILING

October 26, 1954.

Request for extension of time
No. 32
October 28 and 29 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Barre Bros. for an extension of time on the North Corvallis Grading and Paving Project, Contract No. 3997, from August 31, 1954 to September 23, 1954.

The unusual wet weather of the past construction season materially delayed the grading and paving on this section. It is my belief that the contractor endeavored to complete the project within the given time, but for the reason above stated could not do so.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAB · ly

RECEIVED
OCT 22 1954
FOR FILING

BF-50(5)
3997

October 21, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the North Corvallis Contract No. 3997, Oregon BF-50 (5), from August 31, 1954 to September 23, 1954, to Berke Brothers, contractors.

The unusual wet weather of the past construction season materially delayed the grading and paving on this section. It is my belief that the contractor endeavored to complete the project within the given time, but for the reason above stated could not do so. I recommend that the extension be granted without penalty.

I would like to present this request to the Commission on October 28th, and would therefore appreciate an early reply to this letter.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc to: H. G. Smith

(E)

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 2, 19 54

Section North Corvallis

Kind of work Grading and Paving

Highway Pacific West

Section prefix 2-1026

Contractor Berke Bros.

Contract number 3997

Date of contract July 10, 19 53

Date of completion August 31, 19 54

Date work started July 10, 19 53

Estimated date of completion September 23, 19 54

Project authorization $ 325,260.75

Exclusive of Engineering $ 302,130.08

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 23,130.08

Engineering cost to date $ 22,096., 96 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Have semi final estimate practically finished. Will send it in next week. Sign Dept. has painted raised markers on "B" line at north end of project.

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed David H [illegible]

Address Box 110, Corvallis

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.64	2.64		2.64	2.64
Miles partially completed	2.64	2.64		2.64	2.64
Miles completed	2.64	2.64		2.64	2.64
Total estimated quantities	267,045	55,000		815 yds 146 tons	10,700 tons
Estimated quantities moved or placed to date	267,045	55,000		815 yds 146 tons	10,700
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	ptly cldy		
Wednesday	clear		
Thursday	"		
Friday	ptly cldy		
Saturday			

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 25, 1954

Section	North Corvallis	Kind of work	Grading And Paving
Highway	Pacific (West)	Section prefix	2-1026
Contractor	Betke Bros.	Contract number	3997
Date of contract	July 10, 1953	Date of completion	August 31, 1954
Date work started	July 10, 1953	Estimated date of completion	~~August~~ Sept. 23, 1954
Project authorization	$ 325,260.75	Per cent of time elapsed	100 %
Exclusive of Engineering	$ 302,130.08		

Estimated cost of completed project, exclusive of engineering . . . $

Per cent of contract completed, based on total contract price . . . 100 %

Engineering authorization . . . $ 23,130.08

Engineering cost to date $ 21,875., 95 %

Date project was completed September 23, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Have completed Asphaltic Concrete Dikes and Raised Traffic Markers at north end of job.

This completes the project.

NOTED

NOTED
FORREST COOPER

RECEIVED
SEP 27 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Box 110 Corvallis

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77098

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.64	2.64		2.64	2.64
Miles partially completed	2.64	2.64		2.64	2.64
Miles completed	2.64	2.64		2.64	2.64
Total estimated quantities	267,045	55,000		815 yds 146 tons	10,700 tons
Estimated quantities moved or placed to date	267,045	55,000		815 yds 146 tons	10,700 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day 1					
Hours per shift 8					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	"		
Wednesday	cloudy		
Thursday	Clear		
Friday	"		
Saturday			

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JUN [illegible] 1955
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9-23-54

DATE

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was (completed) (~~started~~) on Sept 23, 1954 on Contract No. 3727, North Corvallis Section, in Benton County, in connection with Federal Aid Project No. BF-50(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:

cc: John Cattrall
(Completion dates only)

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FORM [illegible]

181 [illegible]

3117

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. J. D. Walker
Division Engineer
OFFICE

In connection with the North Corvallis project it has been called to my attention that Fourth Street from Van Buren to Harrison (the first block southerly from our project) has an inadequate surface to carry the highway traffic. This was confirmed by Resident Engineer Moehring.

The City Engineer of Corvallis, Mr. Goodnight, is aware of the situation and of his own volition has dug out some soft spots and placed suitable base material to strengthen the street.

I have instructed Moehring to pave such sections of this block as need it under the present contract so that a failure would not occur upon the opening of this section. Moehring stated that it would require approximately 120 tons.

This letter is to apprise you of my action in your absence.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams ✓

FORM E-30 25M 9-51 53215

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams,
Deputy State Highway Engineer,
Department.

Dear Sir:

Pursuant to your instructions, I contacted the Benton County Court regarding hauling restrictions on surfacing materials being transported over county roads for use on the North Corvallis project.

Judge McBee was hesitant to lift all restrictions and allow legal loads to be hauled but Commissioners Schmidt and Bond were insistent that they be removed and an order removing the restrictions has been signed.

The Court understands that the Highway Department will see that the oiled road being used will be maintained and that the contractor will be required to maintain the graveled section.

I have requested the contractor to use the utmost caution to see that legal loads are hauled and to reduce speed of both loaded and empty trucks.

Yours very truly,

J D Walker

J. D. Walker,
Division Engineer.

JDW:AM
cc Mr. H. G. Smith
Mr. D. H. Moehring

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

County Court Slaps Load Restrictions On Seavy Road Use

Irate north Benton county taxpayers demanded today that something be done to stop the damage being done to Seavy road by gravel trucks, and the county court immediately slapped a load limit of 6000 pounds on the road.

Holding a meeting last night following the death of Roy Barzee, who was struck by a truck on the road, the North Benton Farm bureau passed a resolution signed by 18 members asking that the county court stop the destruction of the roads by heavily loaded trucks traveling at a high rate of speed.

The road was posted early this morning and the contractor hauling gravel to the state highway project north of Corvallis was notified of the limitation.

A delegation from the farm bureau called on the county court today to see what could be done to halt the damage and to compel the trucks using county roads to travel at a slower speed. Some county-owned trucks were guilty of speeding, also, it was asserted.

Owen Cook, one of the delegation, stated that the people were being asked to vote the continuation of taxes for road construction while the roads were being torn up almost as fast as they were built.

Commissioner Walter Schmidt pointed out that the county can regulate hauling by log trucks but not by other trucks. The state controls other trucks, it was said. The only control the county has is by limiting the weight on roads, which affects all vehicles.

The delegation asked if the contractor couldn't be compelled to pay for the damage. Schmidt [redacted]

State law regulates the speed on the roads for trucks at 45 miles per hour, it was said. The only way to get a road speed limit reduced was through the state speed control board, the county officials stated.

For Week Ending ...., 19 54

rvallis		Kind of work	rading and aving
(ext)		Section prefix	-1C2 -CCC
		Contract number	39 7
JUL 10	19 53	Date of completion	August 31, 19 54
July 10	19 53	Estimated date of completion	August 31, 19 54
$ 3C ,13C.C		Per cent of time elapsed	73 %

l project, exclusive of engineering . . . . $ 30C,CCC.CC

ted, based on total contract price . . . . 44 %

17,326.23 , 75 % Date project was completed ...., 19......

covering progress of work by party and by contractor, important development, instructions to contractors, Engineers, exchanges in personnel of party, etc.:

ft of course material in ta e as been placed from tation 75+CC
n 134+CC. Soft pot has developed at station 85+CC. oils crew
area to check moisture content. Holes are dry, but material is
y and silt and very damp. Will excavate below rade and back ill
dy material.

sday afternoon a ravel truc kil ed a edestrian along the county
l road).

morning county court osted load limit sign of ,CCC lb on
ad between Albany-Corvallis highway and Pacific ighway. Job is
wn on account of not bein able to haul rock.

NOTED
FORREST COOPER

NOTED
E. A. MARTIN

Signed David H Moeling

Address Box 110, Corvallis, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 8, 1954

Section North Corvallis

Kind of work Grading and Paving

Highway Pacific (West)

Section prefix 2-1026-900

Contractor Berke Bros

Contract number 3907

Date of contract JULY 10, 1953

Date of completion August 31, 1954

Date work started July 10, 1953

Estimated date of completion August 31, 1954

Amount of contract $302,136.07

Per cent of time elapsed 73 %

Estimated cost of completed project, exclusive of engineering $300,000.00

Per cent of contract completed, based on total contract price 44 %

Engineering cost to date $17,326.23, 75 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

First lift of course material in base has been placed from Station 75+00 to Station 134+00. Soft spot has developed at Station 85+00. Soils crew drilled area to check moisture content. Holes are dry but material is blue clay and silt and very damp. Will excavate below grade and back fill with sandy material.

On Wednesday afternoon a gravel truck killed a pedestrian along the county road (haul road).

Thursday morning County Court posted load limit signs of [illegible],000 lb. on Seavy Road between Albany-Corvallis Highway and Pacific Highway. Job is shut down on account of not being able to haul rock.

NOTED
FORREST COOPER

NOTED
E. A. MARTIN

RECEIVED

Signed David H Moeling

Address Box 110, Corvallis, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.68	2.68		2.68	2.68
Miles partially completed	2.68	1.03		0.20	0.20
Miles completed	2.50	0.20		0.20	0
Total estimated quantities	300,000	27,000		217 Tons 1010 Yds	0
Estimated quantities moved or placed to date	300,000	10,000		3.06 Tons 36.0 Yds	11,000 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day 1					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., XXXX [illegible]-10 1 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		[illegible]
Thursday	Clear		[illegible]
Friday	Clear		
Saturday			

STATE PRINTING

RECEIVED
15 1953
FOR FILING

FORM E-30 25M 9-51 82315

PF 6-1

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1953

SUBJECT:

RECEIVED
OCT 12 1953
OFFICE OF
STATE HIGHWAY ENGINEER

To: Mr. R. H. Baldock,
State Highway Engineer,
Department.

Dear Sir:

Pursuant to your instructions Mr. May from the Legal Department, Mr. Cattrall and I discussed with property owners and City officials the matter of design of the 4th Street Section of North Corvallis Project in Corvallis.

The nature of the agreement between the State and City and the reasons for the established grade were explained.

The possibility of affording some improvement of the situation by constructing a flat slope which would cover the parking area and of a lateral drainage pipe to afford drainage appeals favorably to both the abutting property owners and to the City. The City agrees to construct catch basin inlets to the pipe or storm sewer if such is installed.

The Resident Engineer is preparing an estimate of cost, which I will submit to you shortly.

Yours very truly,

J D Walker

J. D. Walker,
Division Engineer.

NOTED
W. C. WILLIAMS

JDW:AM
cc Mr. H. G. Smith
Mr. David Moehring
Mr. R. L. May, Jr.
Mr. John Cattrall

REFERRED TO
Williams
State Highway Engineer

RECEIVED
OC 1953
FOR FILING

October 5, 1953

Mr. Robert Mix
Attorney at Law
Hout Building
Corvallis, Oregon

Dear Sir:

With reference to your letters of September 30 and October 3, relative to property owners living on North 4th Street in Corvallis, please be advised that we are building this street pursuant to a plan approved by the City of Corvallis and under a contract in which the City agrees to save and hold harmless the State of Oregon, the State Highway Commission, the members thereof, its officers, employees, agents and contractors from any and all claims, causes of action, damages or costs arising out of any change of grade which may be occasioned by the carrying out of this project and from any claims, causes of action, damages or costs predicated upon Section 100-125, O.C.L.A.

I have asked Mr. J. D. Walker, Division Engineer, and a representative of the Legal Department to call on you and the City Manager this week to discuss the situation on the ground.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. James O. Convill, City Manager
Mr. J. D. Walker (with letters from Mr. Mix)
Mr. Robert L. May

RHB:hi fp

RECEIVED
AUG 25 1953
FOR FILING

BF-[illegible]

[illegible]

August 24, 1953

Berke Bros.
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3997 awarded to you by the State Highway Commission, for grading and paving on the North Corvallis Section of the Pacific Highway West, Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

FORM E 90 25M 6-51 92319
BF-50(5)
3997

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 21, 1953

To:
Mr. J. D. Walker
Division Engineer
State Highway Department
OFFICE

SUBJECT:

NOTED
W. C. WILLIAMS

Dear Sir:

The Subcontract between Berke Brothers and Warren Northwest Inc., covering Items 5, 12, 13, 17 to 20 inclusive, and 24 to 35 inclusive, on the North Corvallis Contract No. 3997, Oregon BF-50(5), is approved and you may so inform the interested parties.

Four copies of the Subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc W. C. Williams
2 - C. G. Polk

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1953

4420

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
O F F I C E

Dear Sir:

Herewith two copies of a bill from the Mountain States Power Company for moving transmission line on the North Corvallis Section of the Pacific Highway West as authorized in Mr. Williams' letter of August 7th.

In order for this bill to pass the auditing section, it must be submitted in accordance with our standard procedure. Will you please have the company re-submit the bill, through the resident engineer, in an authorized form.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
cc W. C. Williams

RECEIVED
AUG 17 1953
FOR FILING

[illegible]

No. 4420
By

ASSIGNMENT

Date: August 14, 1953

Description: **Billing, in duplicate, from Mountain States Power Company re moving transmission line on the North Corvallis Section of the Pacific Highway ($261.27).**

Acknowledged by _____ Referred to Smith

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply _____ signature
Please prepare for ______________________

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 8-18-53 Report received ________

Remarks: **Billing will need to be itemized before it will pass auditing.**
WCW

State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:js

cc H. G. Smith
J. D. Walker
David Moehring

RECEIVED
AUG 17 1953
FOR FILING

[illegible]

7-7-7

August 7, 1953

Mr. C. R. Leever
Chief Engineer
Mountain States Power Company
Box 472
Albany, Oregon

Dear Sir:

This is your authority to bill the Oregon State Highway Commission for moving your transmission line on the North Corvallis Section of the Pacific Highway in accordance with your estimate of $261.47, as quoted in your letter of July 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:js

cc H. G. Smith
J. D. Walker
David Moehring

FORM E 30 25M 9 51 52315

2-1026

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1953

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Department

Dear Sir:

Herewith estimate of the Mountain States Power Company for moving transmission line on the North Corvallis Section of the Pacific Highway West, Contract No. 3997.

This line was on private right of way and I recommend that a letter be sent to the power company authorizing moving of the line and billing the State for the cost involved as per the estimate.

You will note that $1,000.00 was set up in the authorization for this purpose.

Yours very truly,

J. D. Walker
Division Engineer

JDW:AM

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

C
O
P
Y

MOUNTAIN STATES POWER COMPANY

P. O. Box 472
Albany, Oregon

July 24, 1953

Oregon State Highway Department
Box 110
Corvallis, Oregon

Attention: Mr. David Moehring
Resident Engineer

Dear Sir:

In accordance with our conversation of Friday, July 17, an estimate has been prepared to cover the cost of moving the Mountain States Power Company 69 kv transmission line pole which is on the center line of the 3rd Street approach north of Corvallis. The estimate for figuring the billing costs was determined by the following formula: "The liability of the Oregon State Highway Department for relocating or readjustment costs is limited to the cost of the replacement facilities, less the cost of any betterment, less the net salvage value of the replaced line, less depreciation, at present replacement costs, of the replaced line." A copy of the estimate and map is attached.

If this does not meet your requirements, please let us know.

Yours very truly,

/s/ C. R. Leever

C. R. Leever
Chief Engineer

CRL/LSH/rs
Enclosure

C
O
P
Y

ESTIMATE OF COST

Construction Cost

Item	Units	Unit Cost	Amount	Total
Material				
60' Pole FTF	1	72.00	72.00	
Anchors Light 6' Rod	2	4.20	8.40	
Down Guys 5/16"	2	5.30	10.60	
8' Hi Line Arm	2	4.00	8.00	
10' Hi Line Arm	1	5.00	5.00	
60" Bow Brace	1	4.25	4.25	
66 Kv Hi Line Pins	9	3.55	31.95	
Pole Top Saddle (Small)	1	1.40	1.40	
Double Arming Plates	6	3.40	20.40	
66 Kv Insulators	6	10.80	64.80	
X8 Crossarm 8'	6	3.70	22.20	
X10 Crossarm 10'	3	8.90	26.70	
R-3 3Spool Rack	1	3.50	3.50	
12 Kv Steel Pins	9	.80	7.20	
12 Kv Insulators #1012	9	.80	7.20	
Telephone Bracket	1	1.00	1.00	
Ground	1	8.00	8.00	
4/0 WP Wire (Secondary)	20#	.40	8.00	
12 Kv CO-4 Fuse Holders	3	20.00	60.00	$370.60
Labor				
Placing Material	80 hrs.	2.50 hr.	200.00	$200.00
Transportation				
Truck Expense	10 hrs.	2.00	20.00	$ 20.00
Incidentals				
Insurance and Overheads on Labor		20.00	20.00	$ 20.00
Supervision				
Indirect Construction Costs 7½%			45.80	$ 45.80
		Total Net Construction Costs		$656.40

CREDITS

Salvage

Item	Units	Unit Cost	Amount	Total
Material				
55' BTC Pole	1	—	—	
55' FTF Pole	1	63.00	63.00	
8' Hi Line Arm	1	—	—	
10' Hi Line Arm	1	5.00	5.00	
60" Bow Braces	2	4.25	8.50	
66 Kv Hi Line Pins	5	3.55	17.75	
Pole Top Pins	1	5.00	5.00	
Pole Top Saddle (Large)	1	7.15	7.15	
66 Kv Insulators	6	10.80	64.80	
X8 Crossarm	5	3.70	18.50	
X10 Crossarm	3	8.90	26.70	
R-3 3 Spool Rack	1	3.50	3.50	
12 Kv Pins	6	.80	4.80	
12 Kv Insulators	6	.80	4.80	
Telephone Bracket	2	1.00	2.00	
X4 Crossarms 4'	1	--	--	
12 Kv CO-4 Fuse Holders	3	20.00	60.00	$291.50
Labor				
Removals	32 hrs.	2.50 hr.	80.00	$ 80.00
Transportation				
Truck Expense	4 hrs.	2.00	8.00	$ 8.00
Incidentals				
Insurance and Overheads on Labor Including Supervision			12.00	$ 12.00
		Total		$100.00
		Net Salvage		$191.50

Depreciation 13 Years from 1940 to 1953

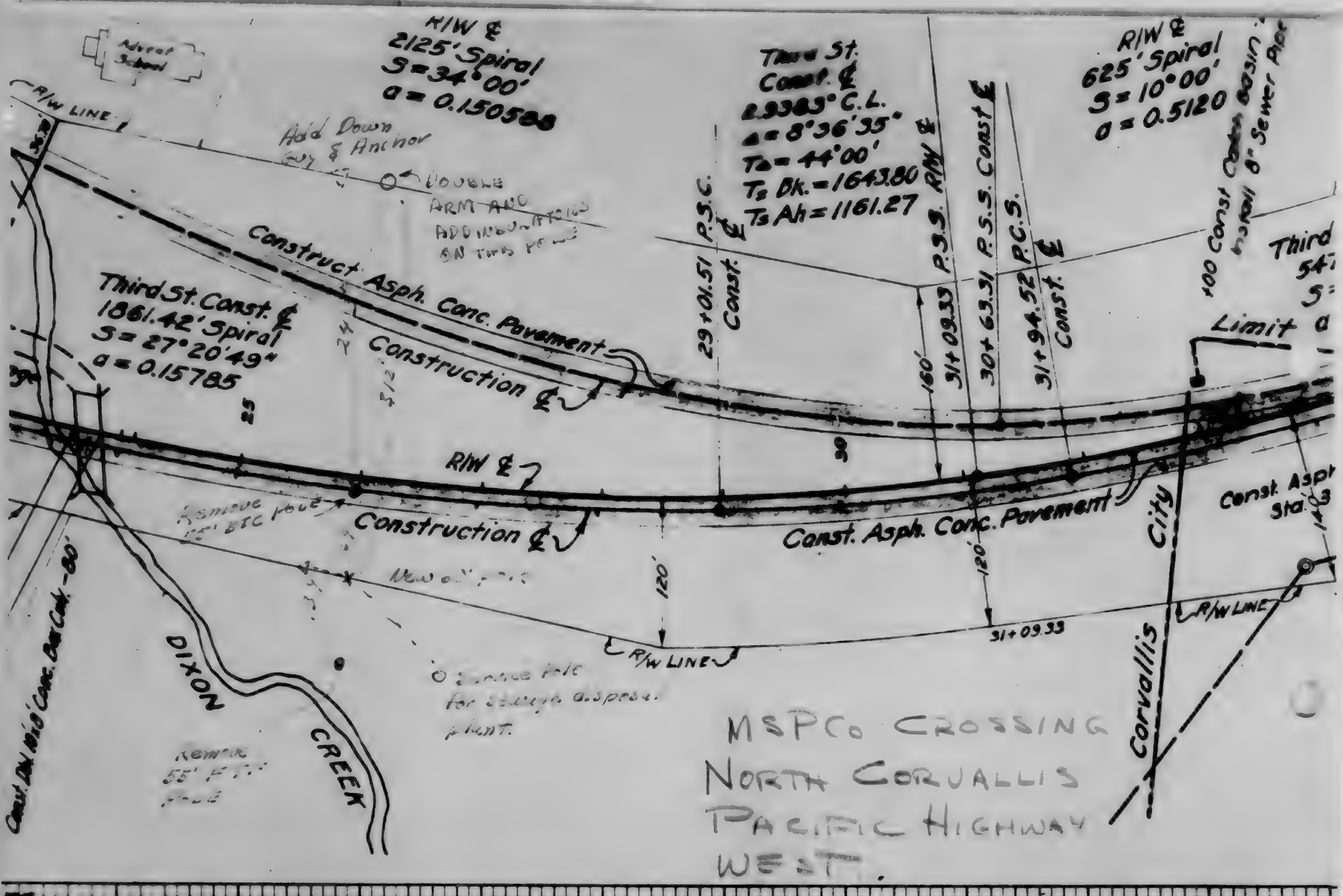
Material	Units	Present Day Costs	% Depreciation	Depreciation Accrued
Pole Top Saddle	1	14.50	43.29	6.28
66 Kv Pins	3	36.63	43.29	15.86
55' B.T.C. Pole	1	162.87	43.29	70.50
8' Hi Line Arm	1	21.53	43.29	93.20
4' Crossarm	1	10.09	49.20	4.96
66 Kv Insulators	3	38.25	33.54	12.83
		Total Depreciation Accrued		$203.63

Remainder of all materials to be removed were installed in fall of 1952 and have not accrued any depreciation.

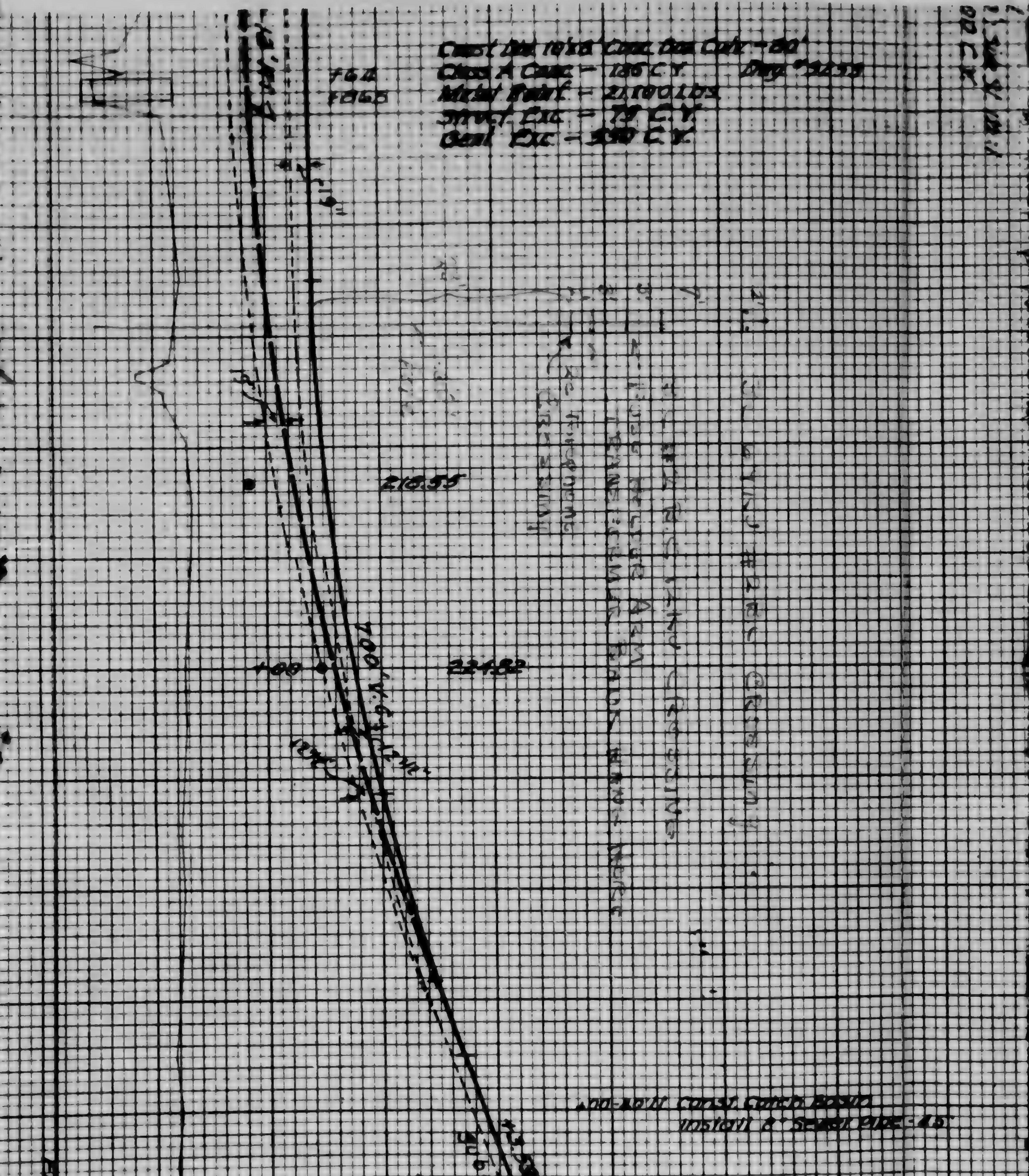
Summary

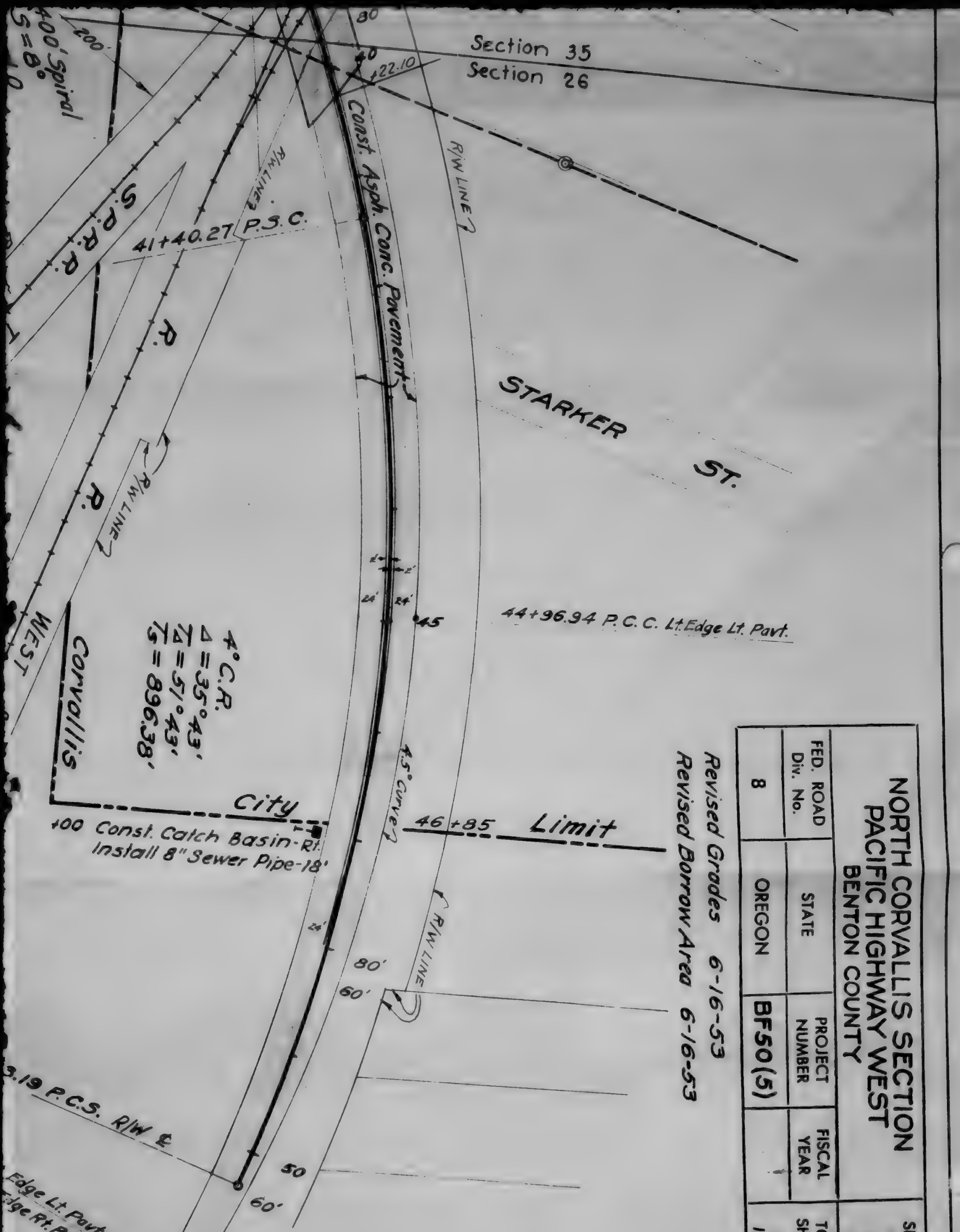
Total (Net Construction Cost)		$656.40	
Credits			
Net Salvage	191.50		
Depreciation	203.63	395.13	
	Total Net Cost		$261.27

Amount to be paid by Oregon State Highway Department.


Nixon School
R/W ℄
2125' Spiral
S=34°00'
a = 0.150588
R/W LINE
Add Down Guy & Anchor
DOUBLE ARM AND ADD INSULATORS ON THIS POLE
Third St. Const. ℄
2.9383° C.L.
Δ= 8°36'35"
Ts= 44°00'
Ts Bk. = 1643.80
Ts Ah = 1161.27
R/W ℄
625' Spiral
S = 10°00'
a = 0.5120
+00 Const Catch Basin
Install 8" Sewer Pipe
Third
54
S=
a
Limit
Third St. Const. ℄
1861.42' Spiral
S = 27°20'49"
a = 0.15785
Construct Asph. Conc. Pavement
Construction ℄
24
3/2
25
29+01.51 P.S.C.
Const. ℄
31+09.33 P.S.S. R/W ℄
30+63.31 P.S.S. Const ℄
31+94.52 P.C.S.
Const. ℄
160'
30
R/W ℄
Remove 55' BTC pole
Construction ℄
New pole
Const. Asph. Conc. Pavement
120'
120'
31+09.33
R/W LINE
R/W LINE
City
Corvallis
Const. Asph
Sta. 14+03
Const. Dbl. 10'x10' Conc. Box Culv. - 80'
DIXON CREEK
Service pole for sewage disposal plant.
Remove 55' pole

MSPCo CROSSING
NORTH CORVALLIS
PACIFIC HIGHWAY
WEST.


Const Dbl 10x6 Conc Box Culv - 80'
F6A
F065
Class A Conc - 186 C.Y.
Dwg #3255
Metal Reinf - 21,100 Lbs
Struct Exc - 79 C.Y.
Genl Exc - 590 C.Y.
218.55
+00
224.32
100-A0/II Const Catch Basin
Install 8" Sewer Pipe - 45'

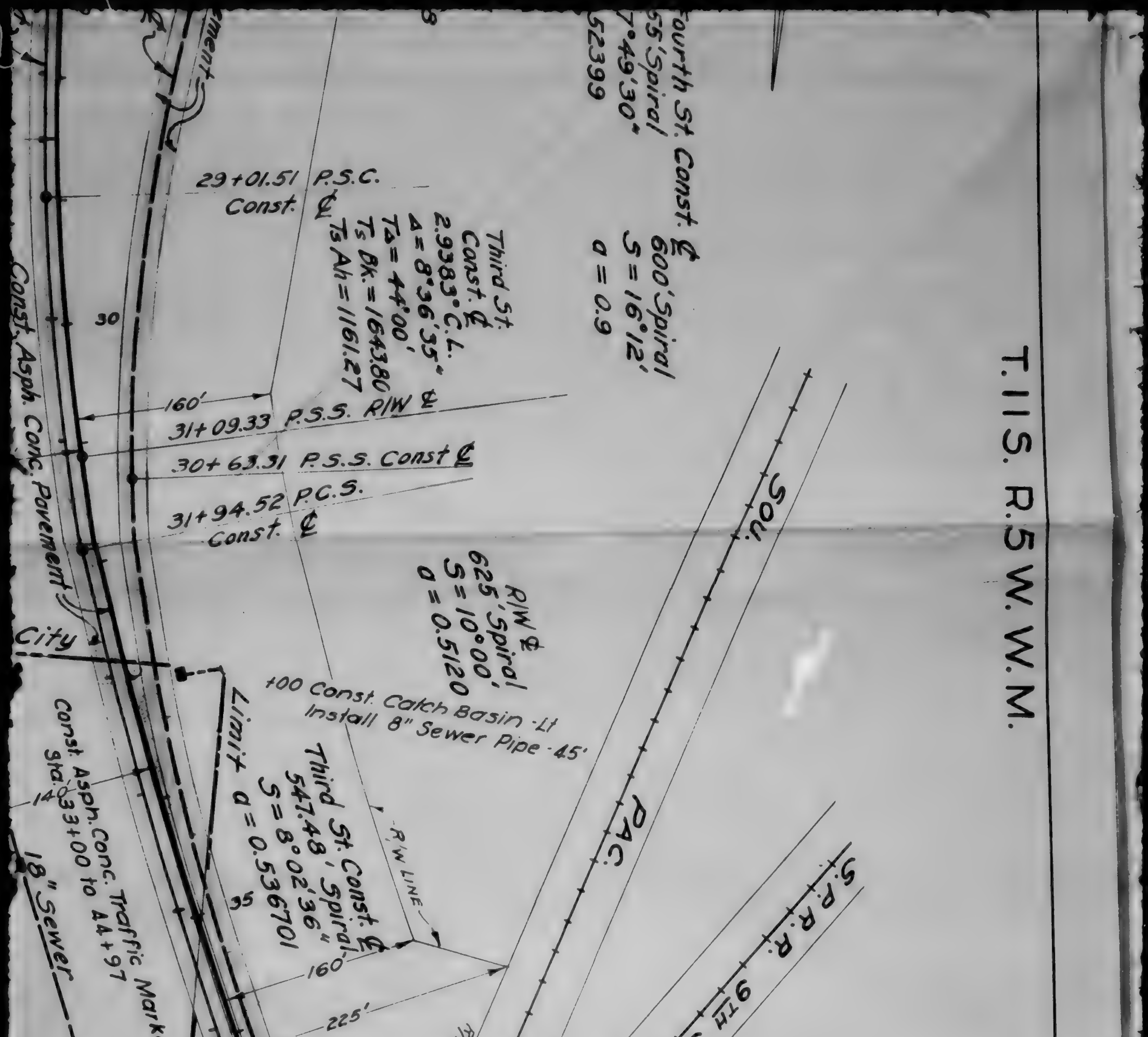

400' Spiral
S=8°
200
80
40
+22.10
Section 35
Section 26
S.P.R.R.
R/W LINE
Const. Asph. Conc. Pavement
R/W LINE
41+40.27 P.S.C.
R.
R.
R/W LINE
STARKER ST.
2'
2'
24'
24'
45
44+96.94 P.C.C. Lt. Edge Lt. Pavt.
WEST
Corvallis
4° C.R.
Δ=35°43'
T/Δ=57°43'
T/S=896.38'
4.5° Curve
City
46+85
Limit
+00 Const. Catch Basin-Rt.
Install 8" Sewer Pipe-18'
24'
R/W LINE
80'
60'
3.19 P.C.S. R/W ℄
50
60'
Edge Lt. Pavt. =
Edge Rt. Pavt. 2' Rt. R/W ℄

Revised Grades 6-16-53

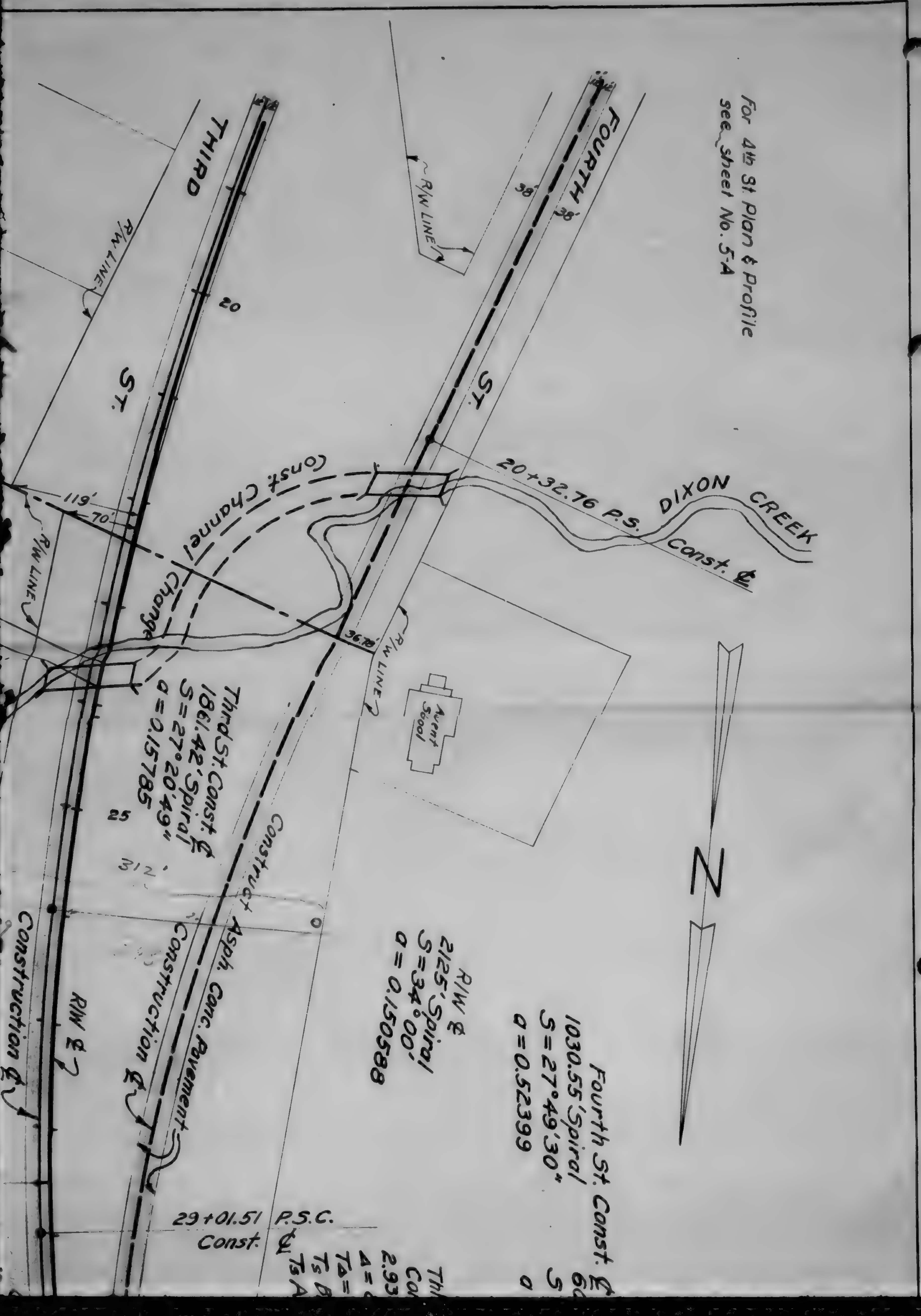
Revised Borrow Area 6-16-53

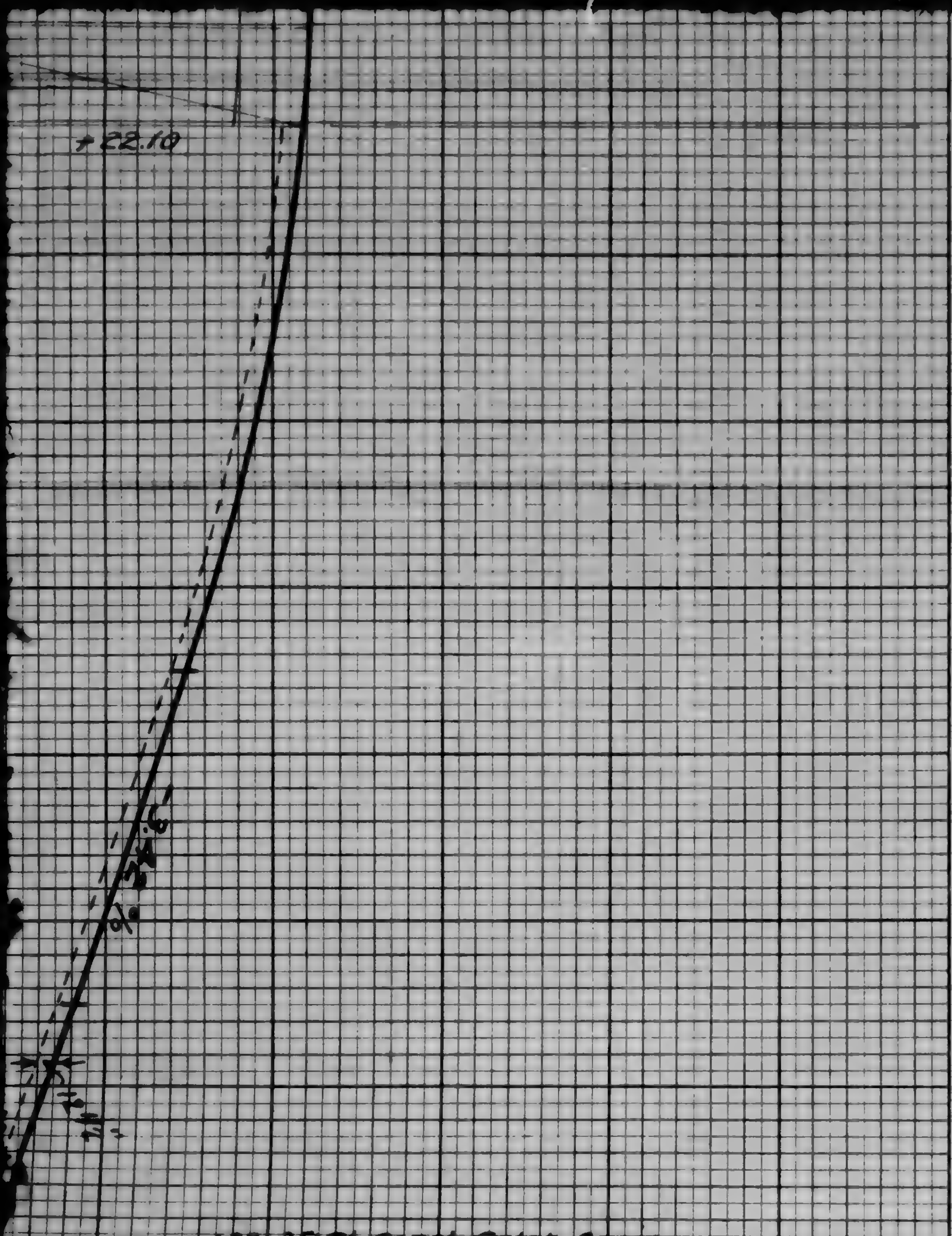
NORTH CORVALLIS SECTION
PACIFIC HIGHWAY WEST
BENTON COUNTY

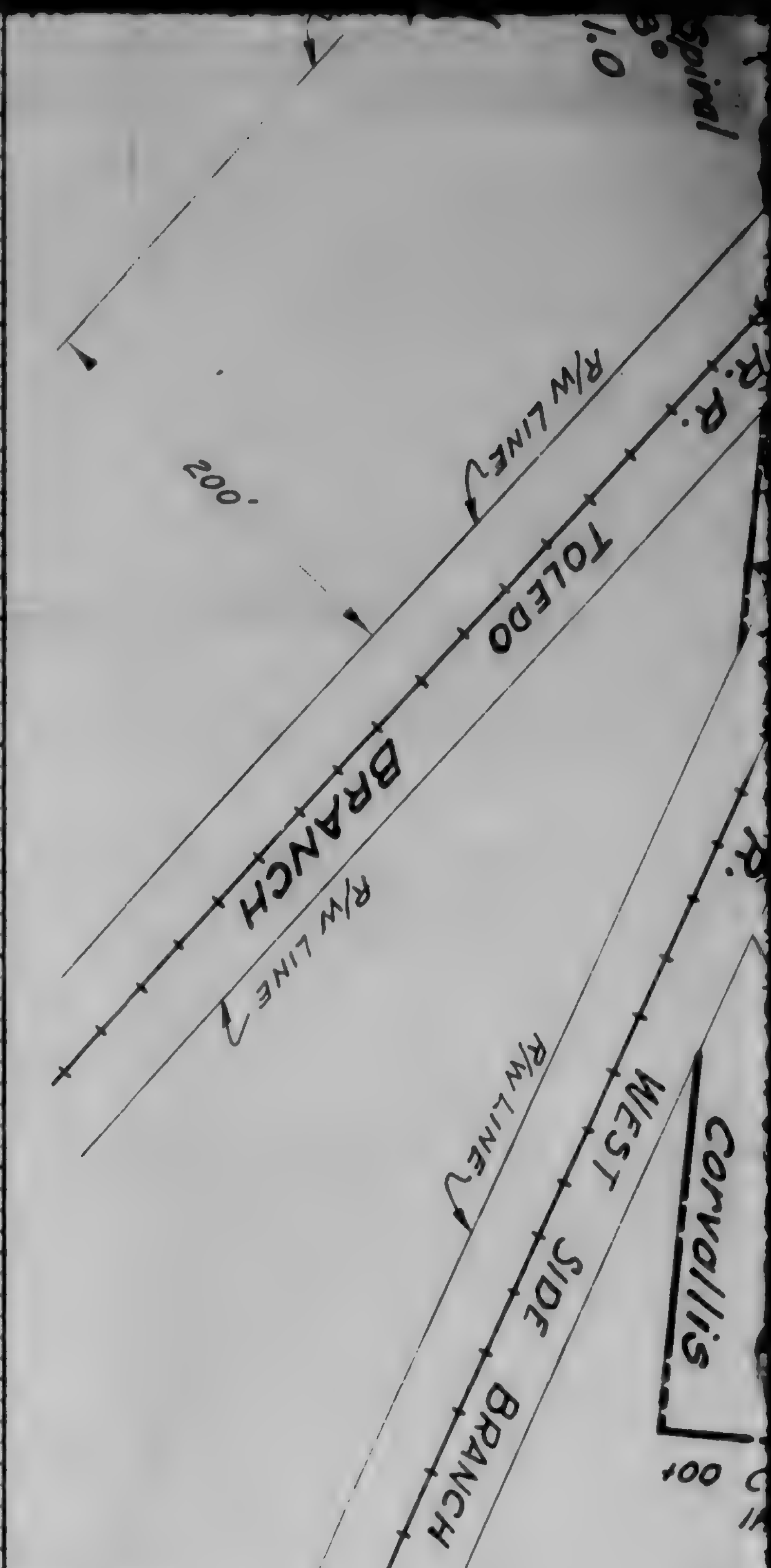
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET No.
8	OREGON	BF50(5)		See Index	5

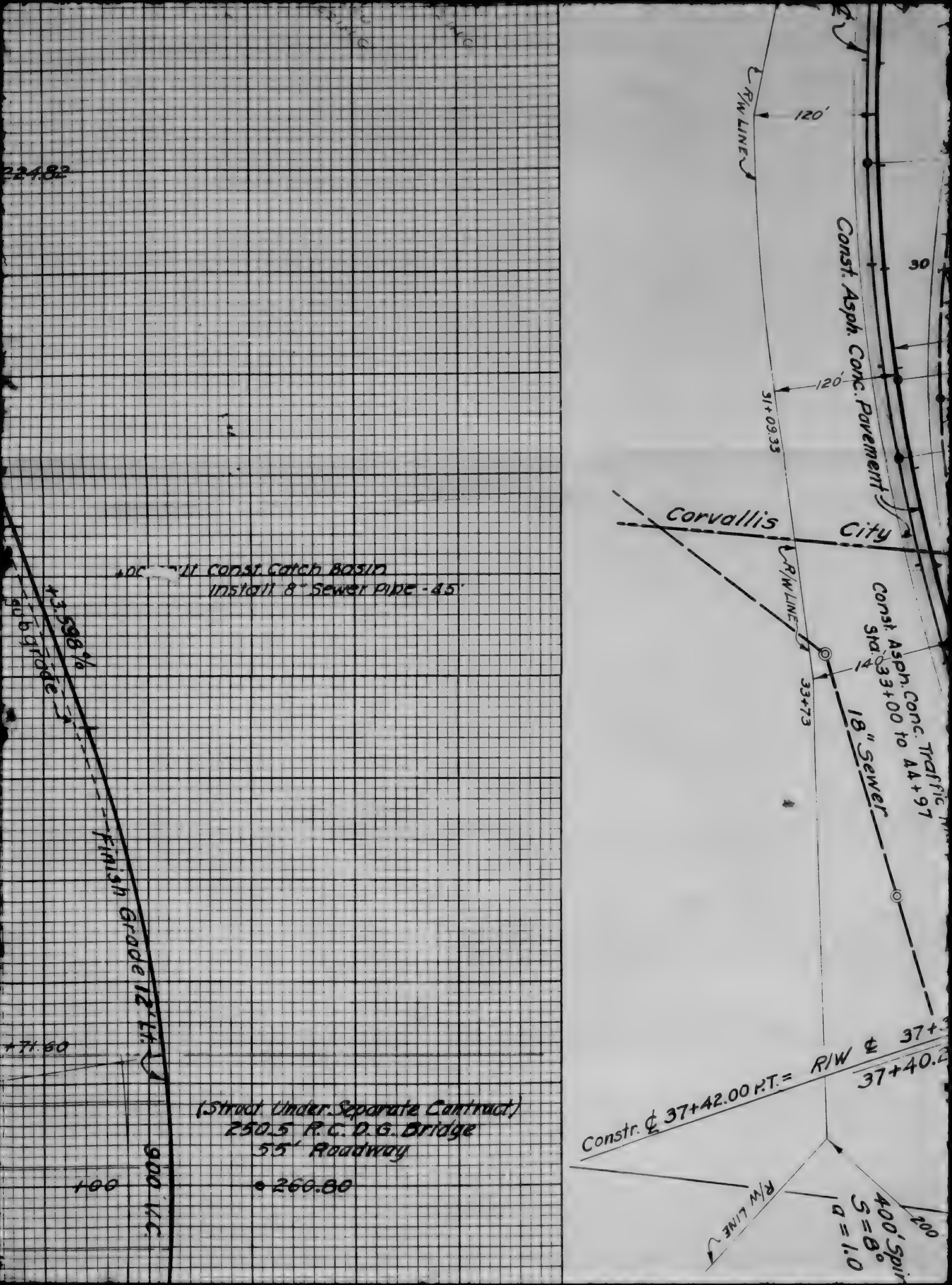

T. 11 S. R. 5 W. W. M.
Fourth St. Const. ℄
55' Spiral
7°49'30"
52399
600' Spiral
S = 16°12'
a = 0.9
ement
29+01.51 P.S.C.
Const. ℄
Third St.
Const. ℄
2.9383° C.L.
Δ = 8°36'35"
Tᴅ = 44°00'
Ts Bk. = 1643.80
Ts Ah. = 1161.27
30
160'
31+09.33 P.S.S. R/W ℄
30+63.31 P.S.S. Const ℄
31+94.52 P.C.S.
Const. ℄
Const. Asph. Conc. Pavement
City
Limit
R/W ℄
625' Spiral
S = 10°00'
a = 0.5120
+00 Const. Catch Basin - Lt.
Install 8" Sewer Pipe - 45'
Const. Asph. Conc. Traffic Markers
Sta. 33+00 to 44+97
140
18" Sewer
Third St. Const. ℄
547.48' Spiral
S = 8°02'36"
a = 0.536701
R/W LINE
35
160'
225'
R/W LINE
SOU. PAC.
S.P.R.R. 9TH ST. BRANCH
36+63.31 P.T.
37+34.33 P.T.
W ℄
37+40.27 P.S.
+71.60
N.23°54'W.
Warehouse
CORNELL ST.
80'
200'
40
+22.10
400' Spiral
S = 8°
a = 1.0
Section 35
Section 26

NOTE BOOK NO.	TEMPLATE AREAS AREAS CHECKED		


For 4th St. Plan & Profile see sheet No. 5-A
THIRD ST.
FOURTH ST.
R/W LINE
R/W LINE
R/W LINE
R/W LINE
38'
38'
20
119'
70'
36.78'
Const. Channel Change
20+32.76 P.S. Const. ℄
DIXON CREEK
Avent School
N
Third St. Const. ℄
1861.42' Spiral
S=27°20'49"
a=0.15785
25
312'
Construct Asph. Conc. Pavement
Construction ℄
R/W ℄
Construction ℄
R/W ℄
2125' Spiral
S=34°00'
a=0.150588
Fourth St. Const. ℄
1030.55' Spiral
S=27°49'30"
a=0.52399
29+01.51 P.S.C.
Const. ℄

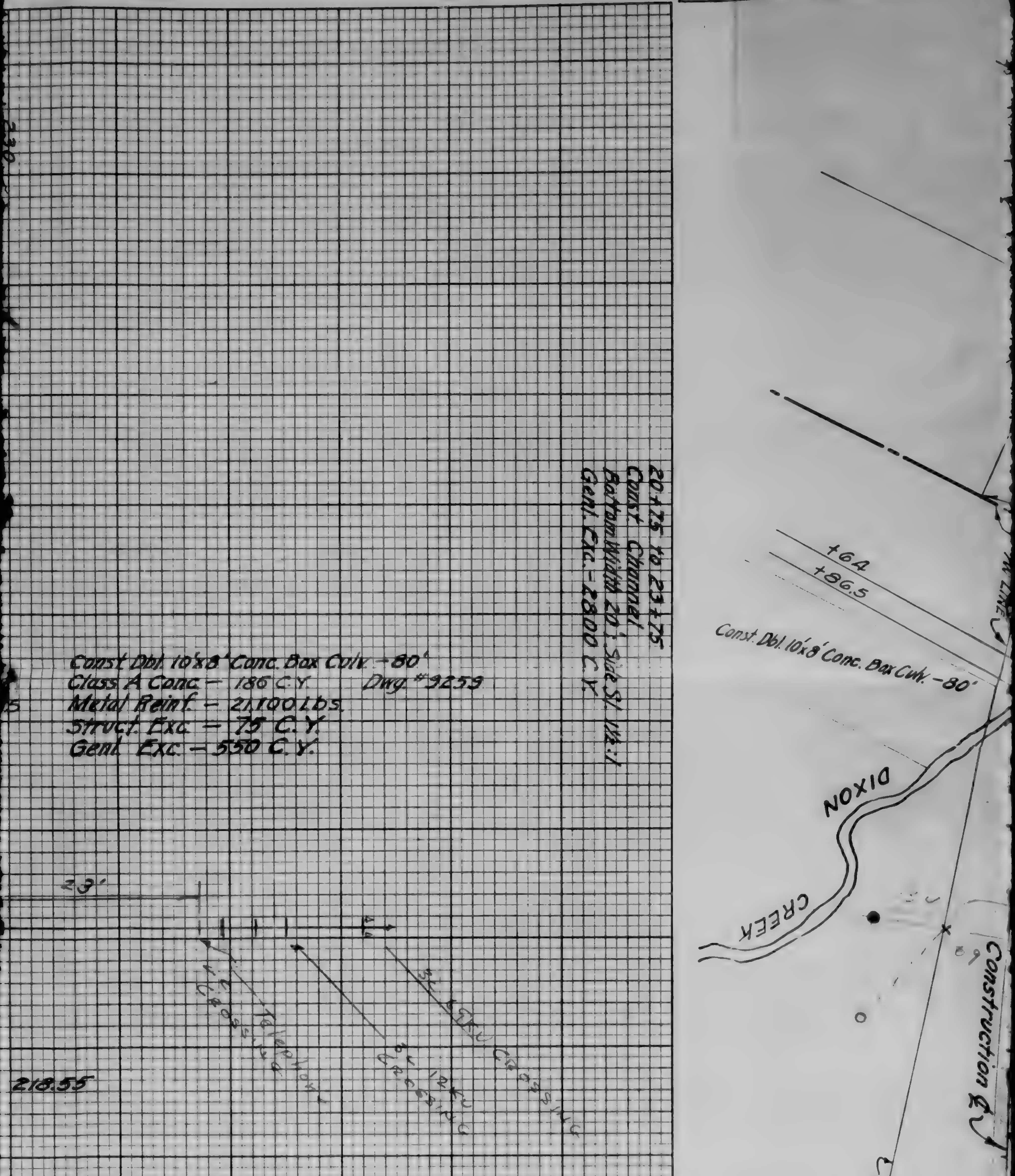

+22.10
+00 35' Rt. Const. Catch Basin
Install 8" Sewer Pipe -18'
236.60
240
250
260


Spiral
1.0
200'
R/W LINE
TOLEDO
BRANCH
R/W LINE
R.R.
WEST
SIDE
BRANCH
R/W LINE
Corvallis
+00
50+33.19 P.C.S.
51+43.31 PT. Lt. Edge Lt. Pavt.
51+43.31 P.O.S.T. Lt. Edge Rt. Pavt. 2' Rt.

224.82
Const. Catch Basin
Install 8" Sewer Pipe - 45'
+3.598%
Sub grade
Finish Grade 12 Ft.
+71.60
(Struct. Under Separate Contract)
250.5' R.C. D.G. Bridge
55' Roadway
+00
900' V.C.
260.80
R/W LINE
120'
Const. Asph. Conc. Pavement
30
120'
31+09.35
Corvallis
City
R/W LINE
Const. Asph. Conc. Traffic
Sta. 33+00 to 44+97
14'
33+73
18" Sewer
Constr. ℄ 37+42.00 P.T. = R/W ℄ 37+
37+40.2
R/W LINE
a = 1.0
S = 8°
400' Spir
200

VEY | SURVEYED
BOOK | PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

NO.

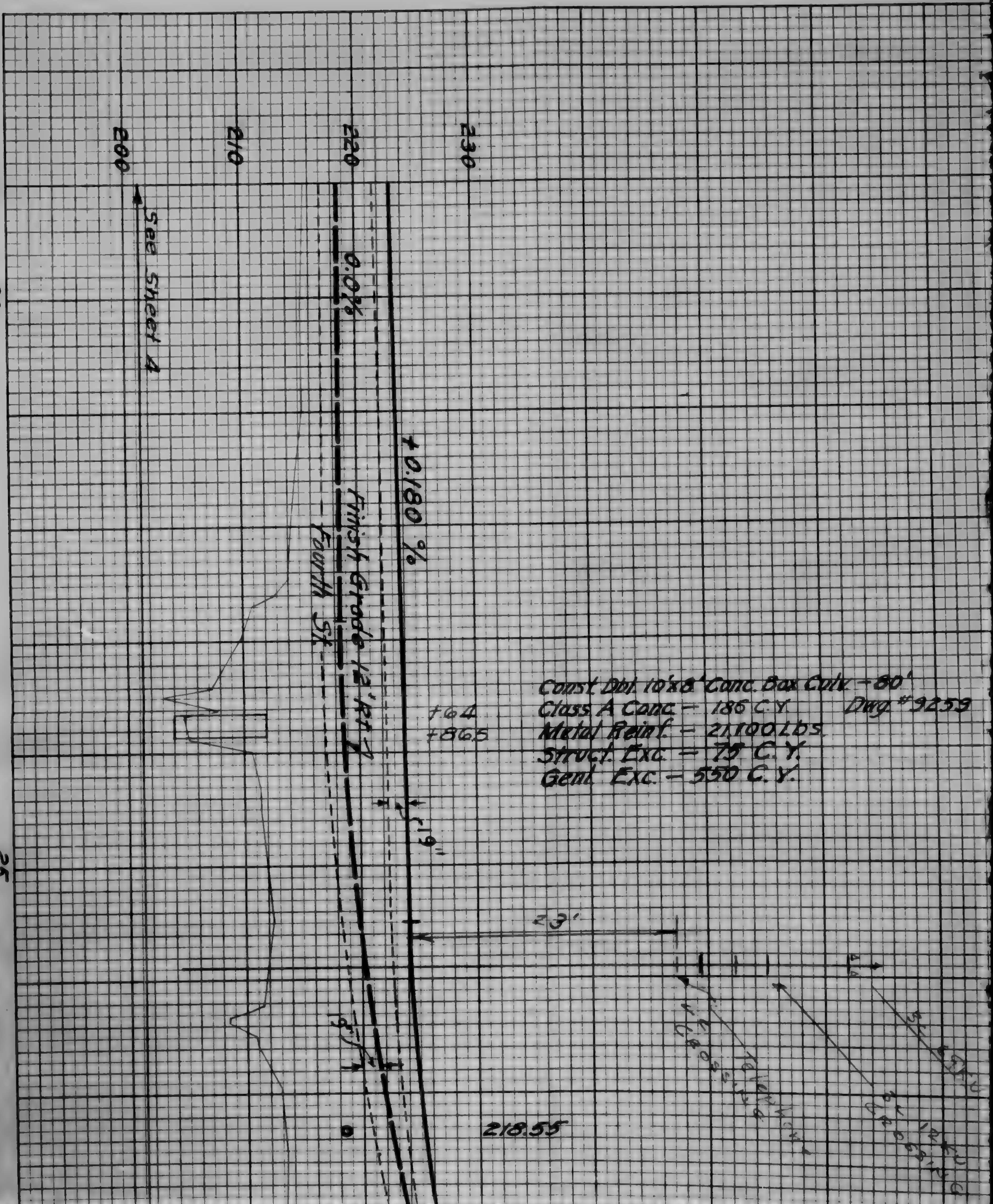


20+75 to 23+75
Const. Channel
Bottom Width 20'; Side Sl. 1½:1
Genl. Exc. - 2800 C.Y.

Const. Dbl. 10'x8' Conc. Box Culv. - 80'
Class A Conc. - 186 C.Y. Dwg. #9253
Metal Reinf. - 21,100 Lbs.
Struct. Exc. - 75 C.Y.
Genl. Exc. - 550 C.Y.

230
23'
Telephone
Crossing
Crossing
Crossing
218.55
224.82
+64
+86.5
Const. Dbl. 10'x8' Conc. Box Culv. -80'
DIXON
CREEK
Construction ℄
R/W LINE
R/W LINE
120'

		BY	DATE
ORIGINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



200
210
220
230
19
20
25
See Sheet 4
0.0%
+0.180 %
Finish Grade 12' Rt
Fourth St.
+64
+86.5
1'9"
23'
9'
218.55

Const. Dbl. 10'x8' Conc. Box Culv. - 80'
Class A Conc. - 186 C.Y. Dwg. #9253
Metal Reinf. - 21,100 Lbs.
Struct. Exc. - 75 C.Y.
Genl. Exc. - 550 C.Y.

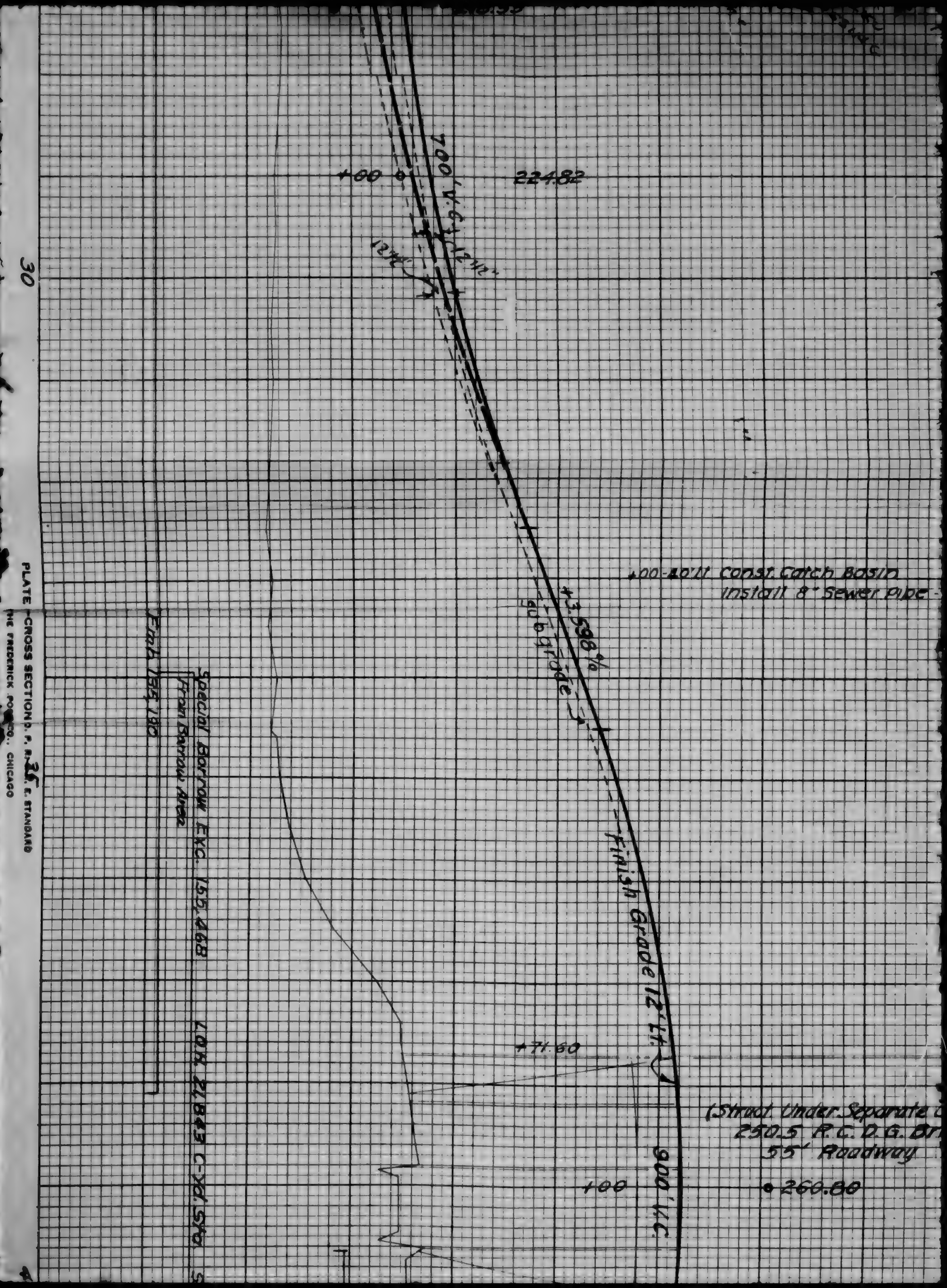
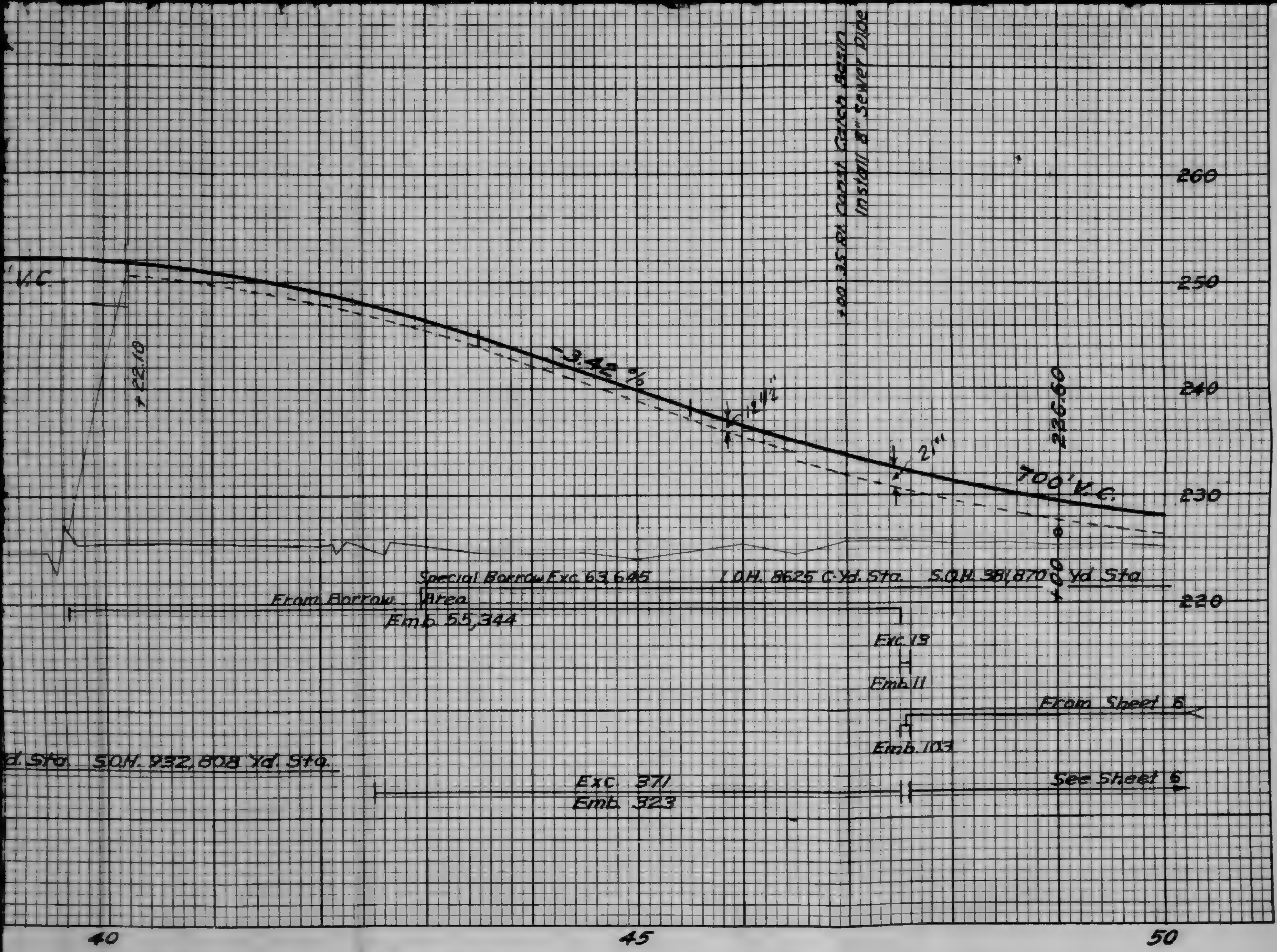

30
+00
224.82
700' V.C. 12 Ht.
12 Ht.
+00-40' Lt. Const. Catch Basin
Install 8" Sewer Pipe
+3.598%
Old grade
Finish Grade 12' Ht.
+71.60
(Street Under Separate
250.5 R.C.D.G. Br
55' Roadway
900' V.C.
+00
260.80
Emb 185,180
Special Borrow Exc. 155,468
From Borrow Area
L.O.H. 21,843 C-Yd. Sta
35

PLATE — CROSS SECTION P. F. R. E. STANDARD
THE FREDERICK POST CO., CHICAGO


V.C.
+22.10
-3.42 %
1 1/2"
2"
700' V.C.
236.60
+00 35 Rt. Const. Catch Basin
Install 8" Sewer Pipe
+00
0
Special Borrow Exc 63,645
L.O.H. 8625 C-Yd. Sta.
S.O.H. 381,870 Yd. Sta.
From Borrow Area
Emb. 55,344
Exc. 13
Emb. 11
From Sheet 6
Emb. 103
d. Sta. S.O.H. 932,808 Yd. Sta.
Exc. 371
Emb. 323
See Sheet 6
260
250
240
230
220
40
45
50

RECEIVED
AUG [illegible] 1953
FOR FILING

[illegible] 750 ([illegible])

3797

July 22, 1953

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Please refer to your letter of July 17, 1953, file 322, regarding our North Corvallis Section Grading and Paving Project on the Pacific Highway West in Benton County.

You will appreciate that our special provisions are prepared for the direction of and expression of understandings with our contractors. Our wording of paragraph 1 under "Contractor's Obligations For Protection of Railway Property," pages 38 and 39 of the special provisions, was to convey to our contractor the thought that the cost of normally required watchmen, flagmen and inspectors to be provided by the railroad company is not to be borne by him. No statement was made and no implication was intended that the railroad company would bear such cost.

Your assumption that the State will reimburse your company for such of said expense as is reimbursable under the terms of our agreement with you is correct.

We have no objection to your requiring a written agreement from our contractor covering the privilege of crossing your tracks in the hauling of materials from the special borrow area.

We appreciate your cooperation in working out the details and agreements involved in this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

VGO'N:gs

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point that is distant 30 feet, Northwesterly, measured at right angles from said center line of main track; thence North 18° 05' East continuing along said westerly line, parallel with and 30 feet Westerly, at right angles, from said center line of main track a distance of 123.00 feet to the point of beginning, containing an area of

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
322

July 17, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R H Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please refer to yours of April 15th with which your Mr. S H Probert, Office Engineer, sent us 1 copy of special provisions and 1 set of plans for grading and paving work to be performed on the north Corvallis section of the Pacific Highway West in Benton County.

It is noted that under Item 1 of section on page 38 of the special provisions, Contractor's specifications for protection of railroad property, that railroad is obligated to assume cost of watchmen, flagmen and inspectors considered by railroad necessary to protect its operations from hazards normally accrued by reason of the work required under the specifications. We assume that by the terms of the construction agreement between Southern Pacific Co. and State of Oregon railroad shall be reimbursed by State for the cost incurred by railroad in connection with furnishing flagmen, watchmen and inspectors to protect railroad's operations from such hazards normally accuring by reason of contractor's work.

In connection with paragraph on page 6, contractor to contact railroad company as one of the requirements which railroad company will impose on contractor, it appears advisable to have contractor enter into an agreement covering movements of material across railroad tracks. The last paragraph on page 6 will be handled as a separate agreement with Berke Bros. of Portland, which we understand was given to them for handling grading on this project.

We are sending you duplicate copies of agreements recently executed by State Highway Commission officials for your use until signed copies are returned.

Will you please verify our assumption as to item 1 of section on page 38, contractor's specification for protection of railroad property?

Yours truly,

L P Hopkins
L

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feet to a point in the said westerly line of the land of the Southern Pacific Company; thence North 36° 31' East along said westerly line, a distance of 24.03 feet to a point that is distant 30 feet, Northwesterly, measured at right angles from said center line of main track; thence North 18° 05' East continuing along said westerly line, parallel with and 30 feet Westerly, at right angles, from said center line of main track a distance of 123.00 feet to the point of beginning, containing an area of [illegible] square feet, more or less.

THIS INDENTURE, made this ______ day of ___________________, 1953, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, hereinafter called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, hereinafter called "State";

WITNESSETH:

1. Railroad hereby grants unto State (subject to the reservations, covenants and conditions herein contained) the right to construct, maintain and use a highway over and across the right of way and property of Railroad and over its tracks and appurtenances now or hereafter existing thereon, by means of an overhead crossing, upon that certain strip of land, 100 feet wide, over and across the lands of the Southern Pacific Company, situate, lying and being in the Southwest quarter of the Southeast quarter, Section 26, Township 11 South, Range 5 West, Willamette Meridian, Benton County, State of Oregon, more particularly described as follows:

BEGINNING at a point in the westerly line of the land of the Southern Pacific Company that bears South 12° 08' 44" West, a distance of 611.31 feet from the southeast corner of the S.M.Stouts Donation Land Claim No. 48, and is also distant, 30 feet, Northwesterly, measured at right angles from the center line of the main track of the Southern Pacific Company, (West Side Branch) at Engineer Station 2537+13.83; thence, South 22° 09' 50" East, a distance of 115.76 feet to a point in the easterly line of the land of the Southern Pacific Company; thence South 36° 31' West along said easterly line a distance of 46.78 feet to a point that is distant 30 feet Southeasterly measured at right angles from said center line of main track; thence South 18° 05' West continuing along said easterly line of the land of the Southern Pacific Company parallel with and 30 feet Southeasterly measured at right angles from the center line of main track, a distance of 92.92 feet to a point; thence North 22° 09' 50" West, a distance of 104.63 feet to a point in the said westerly line of the land of the Southern Pacific Company; thence North 36° 31' East along said westerly line, a distance of 24.03 feet to a point that is distant 30 feet, Northwesterly, measured at right angles from said center line of main track; thence North 18° 05' East continuing along said westerly line, parallel with and 30 feet Westerly, at right angles, from said center line of main track a distance of 123.00 feet to the point of beginning, containing an area of 9,865 square feet, more or less.

2. This grant is subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use and maintain the entire parcel of land described above as a railroad right of way in performance of its public duty as a common carrier, and for that purpose, Railroad, its successors and assigns, expressly reserve the right to construct, reconstruct, maintain and operate existing and any additional railroad tracks, facilities and appurtenances thereto, upon, along and across the land described herein in such manner as may be consistent with the enjoyment of the easement for highway purposes herein granted to State.

3. This grant is also subject to all valid and existing contracts, leases, liens, encumbrances or claims of title which may affect the said property herein described, and to the valid orders and regulations of any governmental body or bodies having jurisdiction thereover.

4. This grant is made upon the express condition that the rights and privileges herein given State shall lapse and become void if the construction of said highway structure upon the land described herein is not commenced within one (1) year from the date first herein written.

5. This indenture shall not be construed as conveying or otherwise vesting in State the right or power to authorize the location or installation, or to issue permits, licenses or franchises for the location or installation, of any structures, fixtures or other facilities of any telegraph, telephone or electric power lines or of any ditches, pipes, drains, sewer or underground structures, under, along and over the land herein described, subject, however, to any applicable legislative enactments concerning the same.

6. Should State or its assigns at any time abandon the use of the land herein described or any part thereof, or fail at any time to use the same for highway purposes for a continuous period of one (1) year, the right hereby given shall cease to the extent

of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of the land, or the part thereof, the use of which is so discontinued or abandoned, and/or remove, at the expense of State, said overhead crossing, the use of which is so discontinued or abandoned.

7. State shall record this indenture in the office of the Recorder of Benton County, Oregon.

8. This grant of easement is made subject and subordinate to that certain agreement of even date herewith between Railroad and State covering the construction and maintenance of said overhead crossing.

9. This indenture shall inure to the benefit of and be binding upon the successors and assigns of Railroad, and upon the assigns of State.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY,

By____________________
Vice President

Attest:____________________
Assistant Secretary

APPROVED:

____
Asst State Highway Engineer

STATE OF OREGON, acting by and through its State Highway Commission,

By____________________
Chairman

APPROVED AS TO FORM:

____
Chief Counsel

By____________________
Commissioner

____
Assistant Counsel

By____________________
Commissioner

ATTEST:

____
Secretary

Form Approved:

____
Contract Attorney

THIS AGREEMENT, made this ________ day of ________________, 1953, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, herein called "State";

RECITALS:

By indenture of even date herewith, Railroad has granted to State an easement for the construction, maintenance and use of a highway by means of an overhead crossing, to be known as "Corvallis Junction Overpass," over and across Railroad's property near Corvallis Junction, in Benton County, Oregon, in the location shown tinted yellow on print of Railroad's Portland Division Drawing D-37, Sheet No. 3, Revised May 7, 1953, hereto attached and made a part hereof. ✓

The parties hereto desire to set forth in this instrument their understandings and agreements relating to the construction and maintenance of said Corvallis Junction Overpass, hereinafter referred to as "structure," including the changes made necessary during the construction thereof.

AGREEMENT:

NOW, THEREFORE, it is mutually agreed by and between the parties hereto as follows:

1. This agreement is made in pursuance of and subject to Order No. 32280 dated May 12, 1953 of the Public Utilities Commissioner of Oregon, in the Matter of Application No. F-2387. State shall secure any additional permission and authority which may become necessary from the Public Utilities Commissioner of the State of Oregon for the construction, maintenance and use of said structure.

2. State, at its expense, shall furnish, or cause to be furnished, all labor, materials, tools and implements and perform all work of constructing said structure, except as herein otherwise provided. Said structure shall be constructed in a manner so as to accommodate Railroad's tracks in accordance with plans and specifications which shall be subject to the approval of the parties hereto.

3. Railroad shall install temporary telltales during the construction period of said structure and shall remove the telltales

upon completion of the construction of said structure. Railroad shall furnish such representatives, engineer-inspectors, flagmen and watchmen as it deems necessary to safeguard property and movement of engines, trains and cars at said location, and to insure that State's contractor observes Railroad's rules and that said work in connection with the construction of said structure shall be done at such times and in such manner as not to interfere with the operations of Railroad.

All work to be done hereunder by Railroad shall be done only by its employees working under railroad labor agreements and shall be done on a force account basis, the cost thereof to be paid to Railroad by State in the manner hereinafter set forth.

All expenses incurred by Railroad for which State is obligated to reimburse Railroad hereunder, including all work incidental to such work but not specifically mentioned herein, shall be subject to the provisions of General Administrative Memorandum No. 299 of the Bureau of Public Roads, Department of Commerce, and any amendments of or supplements to said order.

The parties hereto agree that no benefits will accrue to Railroad pursuant to the provisions of the Federal Aid to Highways Act of 1944 and General Administrative Memorandum No. 325 of the Bureau of Public Roads, Department of Commerce, due to the construction or use of said structure inasmuch as no existing important grade crossing is closed.

4. The estimated cost of the work to be performed by Railroad, at expense of State, is herein set forth and summarized as follows:

(a)	Install and remove telltales	$ 650
(b)	Engineering and inspection	4,100
(c)	Watchmen-Flagmen	3,300
(d)	Vacation allowance	250
(e)	Workmen's Comp. Public Liability and Property Damage Insurance	330
(f)	Unemployment and Railroad Retirement	520
(g)	Material Handling	10
(h)	Accounting (billing)	460
	Total	$9,620

Railroad shall submit all bills to State for payment of work performed by Railroad on the basis of items set forth in the above estimate and shall submit its final bill on the same basis to cover the actual cost of items of work performed by Railroad; provided, however, that the cost of flagmen, watchmen and representatives to protect railroad property and trains due to the operations of State's contractor, which costs are not eligible for Federal reimbursement under Section XII, paragraph "E" of General Administrative Memorandum No. 299, shall be segregated in Railroad's billing to State from all other costs billed to State under this agreement. Subject to the next succeeding paragraph of this section, State agrees to pay Railroad the cost of such work within thirty (30) days of receipt of such bills from Railroad.

In the event the total amount of the estimate is exceeded, State shall not be obligated to reimburse Railroad for such excess unless and until such excess expenditure shall have been approved by State in writing. Railroad shall not be obligated to incur any expenditures in excess of the above estimate until the receipt of such written approval of State.

5. All work contemplated in this agreement shall be performed in a good and workmanlike manner to the satisfaction of the parties hereto and each portion shall be promptly commenced by the party hereto obligated to do the same and thereafter diligently prosecuted to conclusion in its logical order and sequence.

The books, papers, records and accounts of the parties hereto, so far as they relate to the items of expense for labor and materials or are in any way connected with the work herein contemplated, shall at all reasonable times be open to inspection and audit by the agents and authorized representatives of the parties hereto.

6. State hereby agrees that the construction of footings adjacent to Railroad's property for said structure shall be excavated

to a point below the elevation of the railroad subgrade satisfactory to Railroad, including the driving of such piling as may be necessary. In connection therewith, Railroad's track structure shall be protected by adequate bulkheads.

7. Upon completion of the construction of said structure as herein provided, State at its own cost and expense shall maintain said structure including the approaches thereto, roadway, lights, drainage and all other highway facilities. Railroad shall maintain its track, roadbed and all railroad facilities at its expense.

8. In the event any of the work herein contemplated to be done upon or adjacent to the right of way and property of Railroad should be let to contractors by State, such contractors shall be satisfactory to Railroad as to their responsibility and ability to perform the work under and across the property and tracks of Railroad and no such work shall be begun until such contractors shall have first entered into a written agreement with Railroad, substantially in the form of draft hereto attached and marked "Exhibit A."

State shall furnish, or require its contractors to furnish, to Railroad the original of each policy covering Protective Public Liability Insurance and Protective Property Damage Liability Insurance in the amount specified in said "Exhibit A," and conforming to the requirements of Works Program General Memorandum No. 32, which contractor is required to furnish for and in behalf of Railroad.

State shall also furnish, or require its contractors to furnish, to Railroad a certified copy of each of the policies of insurance, showing that its contractors have provided for Contractor's Public Liability and Property Damage Liability Insurance, as provided for in Works Program General Memorandum No. 32, which insurance shall provide for the same limits as specified for Protective Public Liability and Property Damage Liability Insurance to be furnished for and in behalf of Railroad.

9. This agreement shall inure to the benefit of and be

binding upon the successors and assigns of Railroad and upon the assigns of State.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate by their officers thereunto duly authorized and their respective seals to be hereunto affixed, as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY,

By________________________
Vice President

Attest:________________________
Assistant Secretary

STATE OF OREGON, acting by and through its State Highway Commission,

By________________________
Chairman

By________________________
Commissioner

By________________________
Commissioner

APPROVED:

____
Asst. State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

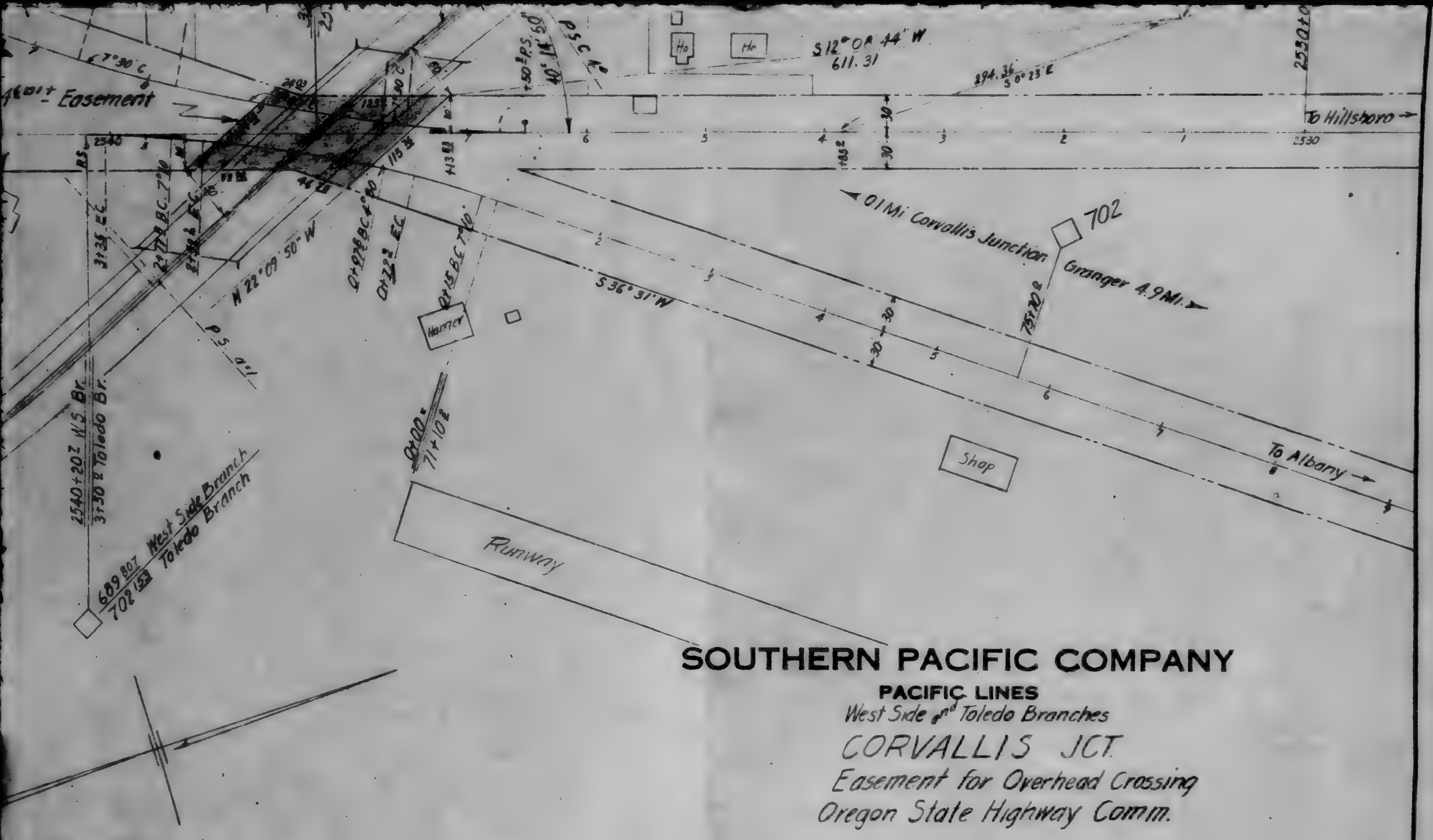
____
Assistant Counsel

ATTEST:

____
Secretary

Form Approved:

____
Contract Attorney


Easement
7°30'C
S12°08'44"W
611.31
294.36
S0°23'E
2530+0
To Hillsboro →
2540
2530
6
5
4
3
2
1
30
+85
+50 P.S.
40°14'50"
P.S.C.
Ho
Hr
◄ 0.1 Mi. Corvallis Junction
702
Granger 4.9 Mi. ►
75+70
S36°31'W
N22°09'50"W
3+35 E.C.
2+77 B.C. 7°10'
0+97 B.C. 4°00'
0+72 E.C.
0+15 B.C. 7°10'
P.S.
2540+20 W.S. Br.
3+30 Toledo Br.
689.807 West Side Branch
702.153 Toledo Branch
0+00
71+10
Hangar
Shop
To Albany →
Runway

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

West Side and Toledo Branches

CORVALLIS JCT.

Easement for Overhead Crossing

Oregon State Highway Comm.

LEGEND

▨ Yellow Tint shows easement

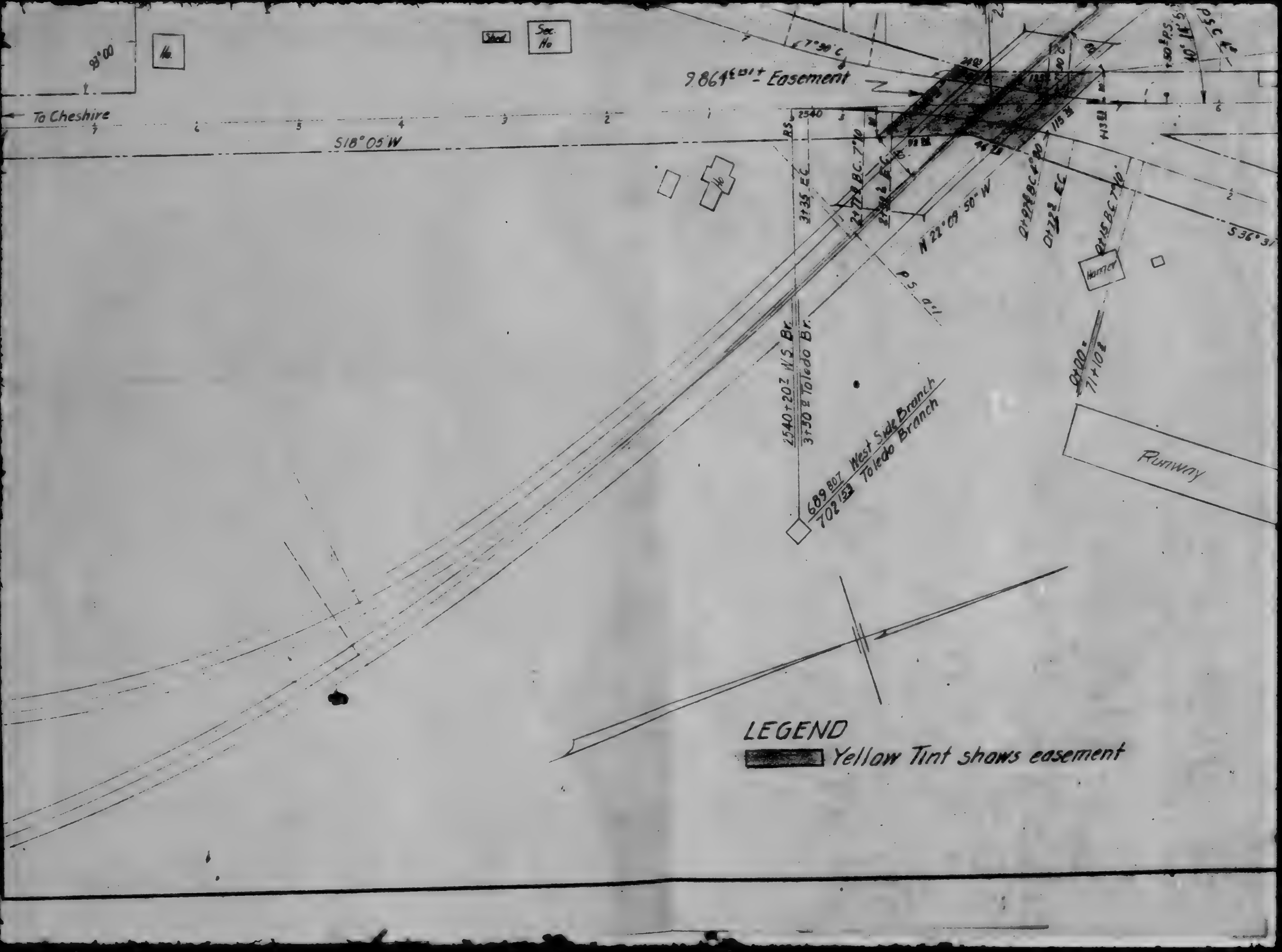
Scale 1"=100'

LM Mar 30, 1953

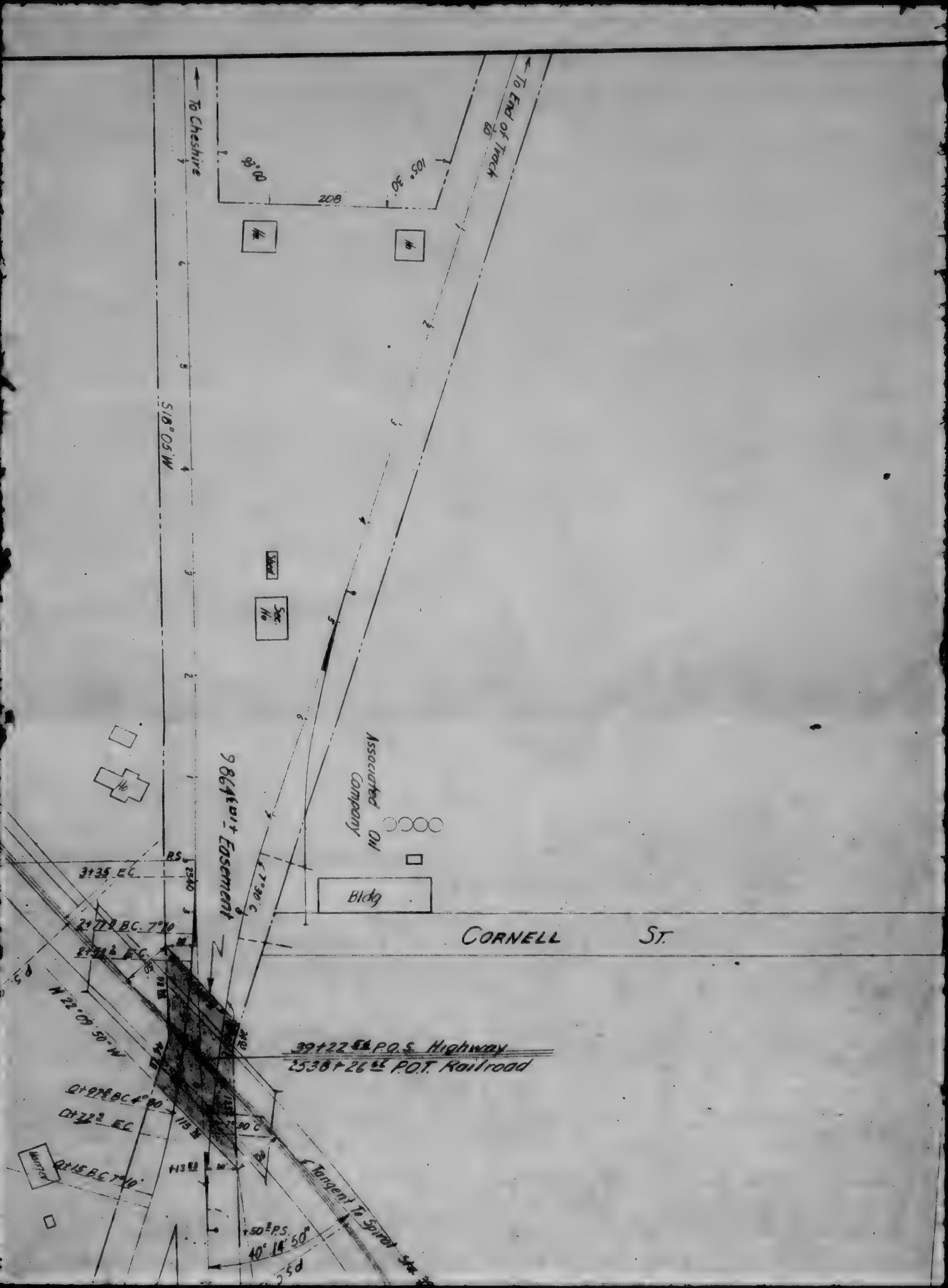
Rev. May 7, 1953

Portland	DIV'N.
DRAWING	D-37
SHEET NO.	3

DRAWER



To Cheshire
98°00
Ho.
Shed
Sec. Ho
9.864 Sq. Ft.± Easement
S 18° 05' W
7°30' C
2540
P.S.
3+35 E.C.
2+77± B.C. 7°10'
N 22° 09' 50" W
P.S. a.l
0+97± B.C. 4°00'
0+72± E.C.
0+15 B.C. 7°10'
115.38
113.81
+50± P.S.
40° 14' 5
S 36° 31'
Ho
2540+20± W.S. Br.
3+30± Toledo Br.
689 807 West Side Branch
702 153 Toledo Branch
0+00 =
71+10±
Hanger
Runway
LEGEND
Yellow Tint shows easement


← To Cheshire
To End of Track →
60
98°00
105°30
208
Ho
Ho
S18°05'W
Shed
Sec. Ho
Ho
Associated Oil Company
9864± Lt - Easement
Bldg
CORNELL ST.
P.S.
3+35 E.C.
2+77± B.C. 7°30
2+38± E.C.
P.S.
N 22°09'50" W
℄ 7°30' C
39+22± P.O.S. Highway
2538+26± P.O.T. Railroad
0+97± B.C. 4°00
0+72± E.C.
7°30' C
0+15 B.C. 7°30'
113±
+50± P.S.
40°14'50"
℄ Tangent To Spiral
55d

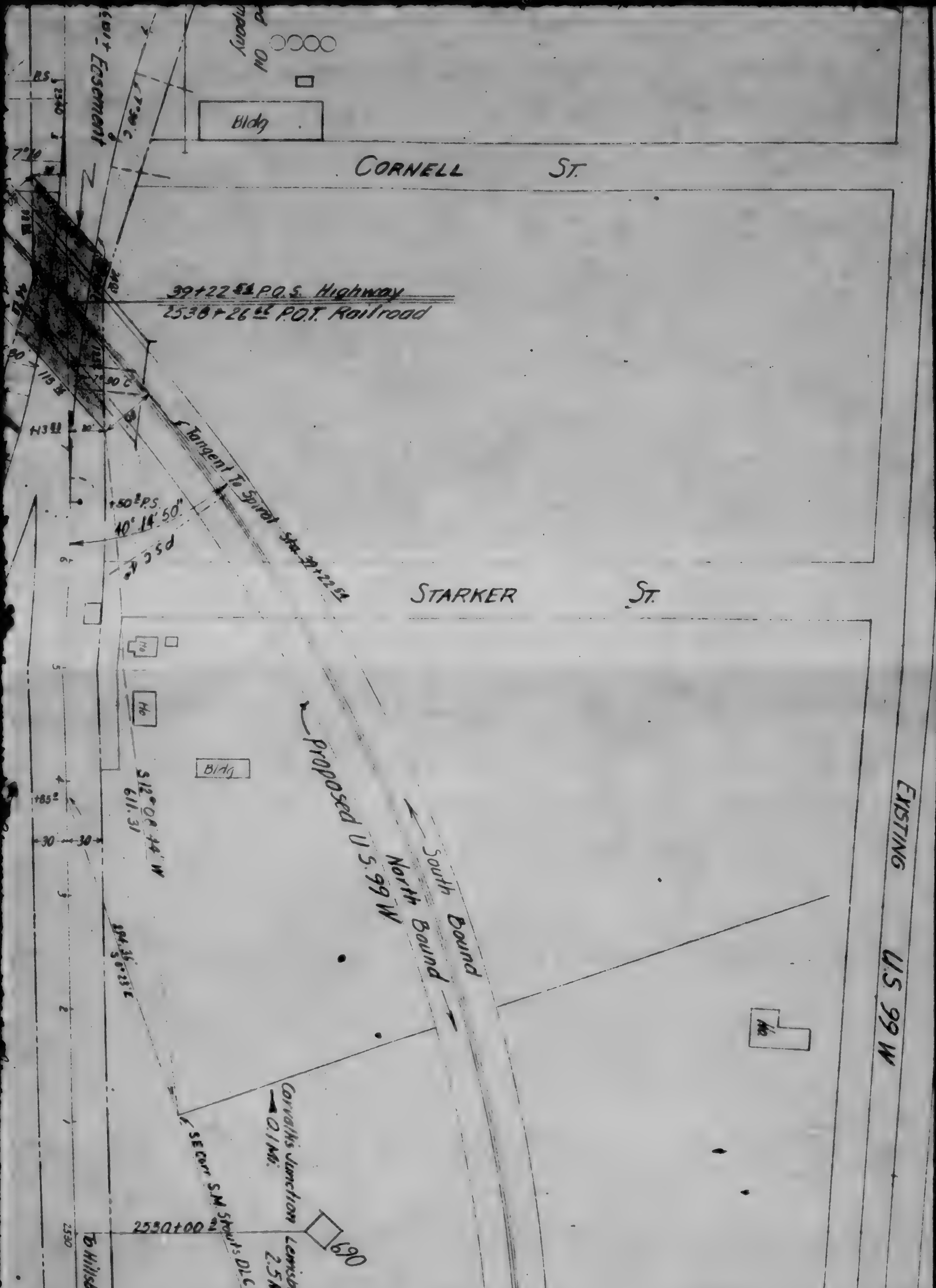

Oil
Bldg
Easement
CORNELL ST.
39+22 P.O.S. Highway
2538+26 P.O.T. Railroad
Tangent To Spiral Sta. 39+22
+50 P.S.
40° 14' 50"
STARKER ST.
Ho
Ho
Bldg
S12° 06' 14" W
611.31
+85
30
30
S0° 23' E
Proposed U.S. 99W
South Bound
North Bound
EXISTING U.S. 99W
Ho
Corvallis Junction 0.1 Mi.
SE Corr. S.M. Stouts DLC No 48
2530+00
690
Lewisburg 2.5 Mi.
To Hillsboro
2530

EXHIBIT "A"

THIS AGREEMENT, made this ______day of ________________,195__, between SOUTHERN PACIFIC COMPANY, a corporation, hereinafter called "Railroad," and ____

____,

hereinafter called "Contractor";

WITNESSETH:

WHEREAS, Railroad and State of Oregon, acting by and through its State Highway Commission, hereinafter called "State," have entered into or will enter into an agreement providing that State shall undertake the construction of an overhead highway crossing structure over and across the tracks and property of Railroad at ____________ ______________________________County, Oregon, said agreement providing that State shall cause its contractor to enter into an agreement with Railroad substantially in the form of an exhibit attached thereto; and

WHEREAS, on the ________ day of _______________________,195__, State entered into a contract with Contractor covering the construction of said overhead structure, which contract provides that Contractor shall enter into an agreement with Railroad.

NOW, THEREFORE, it is understood and agreed as follows:

Contractor, in advance of performing any work under said contract between State and Contractor, shall furnish evidence to State that, with respect to the operations Contractor or any of Contractor's subcontractors perform, Contractor has provided for and in behalf of Railroad regular Protective Public Liability Insurance providing for a limit of not less than $200,000 for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of $400,000 for all damages arising out of bodily injuries to or deaths of two or more persons in any one occurrence caused or arising out of the operations of the Contractor or Contractor's subcontractor or subcontractors on the project, and regular Protective Property Damage Liability Insurance providing for a limit of not less than $50,000 for all damages arising out of injury to or destruction of property in any one occurrence caused or arising out of the operations of the Contractor or Contractor's subcontractor or subcontractors on the project, and, subject to that limit per occurrence, a total (or aggregate) limit of $100,000 for all damages arising out of injury to or destruction of property during the policy period. The policy evidencing the Public Liability Insurance above provided shall not contain any exclusion of or otherwise limit the coverage of said policy with respect to Railroad's liability for deaths of or injuries to its own employees as a result of any act or omission of the State, its contractors or subcontractors in connection with work performed under said contract between State and Contractor. The policy evidencing the Property Damage Insurance shall not contain any exclusion or otherwise limit the coverage of Railroad's liability for loss of or destruction of property in its care, custody or control as a result of any act or omission of State, its contractors or subcontractors in connection with work performed under said contract between State and Contractor.

Contractor shall furnish to Railroad the original policies of insurance, for and in behalf of Railroad, providing, with respect to operations Contractor or any of Contractor's subcontractors perform, insurance in the amounts as aforesaid, and certified copies of policies of insurance showing that Contractor has, with respect to operations Contractor or any of Contractor's subcontractors perform, provided for Contractors' Public Liability and Property Damage Liability Insurance, which insurance shall provide for the same limits as specified for Protective Public Liability and Property Damage Insurance to be furnished for and in behalf of Railroad, as hereinabove provided for; which Policies shall be subject to the approval of Railroad.

The insurance hereinabove specified shall be carried by Contractor until all work required to be performed upon or adjacent to the right of way and property of Railroad, under the terms of said contract between the State and Contractor, is satisfactorily completed, as evidenced by the formal acceptance by State. Such insurance shall be non-cancellable and non-alterable for any cause whatsoever (including failure to pay premiums), either by the Contractor or by the insurance company, without 30 days' written notice to State and to Railroad as to the cancellation and without prior written approval of the Railroad as to alteration. In the event the said insurance is cancelled as herein provided, the Contractor shall provide other insurance of the same class and for the same purposes and subject to the same conditions as provided herein. Said other insurance shall become effective not later than the time of cancellation of the prior insurance and shall cover the unexpired period of the term herein required.

Contractor shall comply with the rules and regulations of Railroad or the instructions of its representatives in relation to the proper manner of protecting the tracks and property of Railroad and the traffic moving on such tracks, as well as the wires, signals and other property of Railroad, its tenants or licensees at and in the vicinity of the work during the period of construction, including the removal of tools, implements, equipment and other materials as herein provided. Contractor, subject to the supervision and control of Railroad's Chief Engineer, or other designated officer, shall perform Contractor's work in such manner and at such times as that said work shall not endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on such tracks, as well as wires, signals and other property of Railroad, its tenants or licensees at or in the vicinity of the work.

Contractor further agrees that upon completion of the work covered by said contract between said State and said Contractor, Contractor will promptly remove from the premises of said Railroad all of Contractor's tools, implements, equipment and other materials, whether brought upon said premises by Contractor, or any subcontractor, employee or agent of Contractor or any subcontractor, and cause said premises to be left in a clean and presentable condition.

IN WITNESS WHEREOF, the parties hereto have duly executed this agreement in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY,

By________________________________

____

FOR FILING

[illegible]

3997

July 20, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 10, 1953 on Contract No. 3997, North Corvallis Section of the Pacific Highway West in Benton County, in connection with Federal Aid Project No. BF-50 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
JUL 21 1953
FOR FILING

BF-50(5)

3997

July 20, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 10, 1953 on Contract No. 3997, North Corvallis Section of the Pacific Highway West in Benton County, in connection with Federal Aid Project No. BF-50 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-50(5), North Corvallis Section of the Pacific Highway West, we hereby concur as of this date in award of Contract to Berke Bros. of Portland, Oregon, low bidder in the amount of $285,426.00 at the June 25, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
1953
FOR FILING

[illegible]

[illegible]

BF 5c (5)

July 10, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving on the North Corvallis Section of the Pacific Highway West in Benton County, Project BF-5C (5), to Berke Bros. of Portland, Oregon, on the basis of the bid of $285,426 submitted on June 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

3717

July 10, 1953

[illegible] Brothers
[illegible] S. E. [illegible]
Portland, Oregon

Gentlemen:

The State Highway Commission on June 25th accepted your proposal to perform grading and paving work on the North Corvallis Section of the Pacific Highway West in Benton County for the sum of [illegible], and on the same day awarded Contract No. [illegible] to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telegraphic notice of award to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Franzen
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

5+C

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE ☐	LETTER TELEGRAM ☐
VICTORY LETTER ☐	SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 10, 1953
4:55 p.m.

Berke Brothers
7923 N. E. Halsey
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for North Corvallis Section of Pacific Highway West in Benton County for which you submitted low bid on June 25. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Accounting (5001-900)
Files
C. W. Head

R. L. PORTER
Right of Way Engineer

RLP/fn

REC
JUL 13 1953

RECEIVED
JUL 15 1953
FOR FILING

FORM E-30 25M 9-51 82315

UF-50(5)

3111

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 19 3

SUBJECT: North Corvallis Section
Benton County

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

The condemnation complaint covering the last outstanding right of way acquisition on this project will be filed today.

As far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

REC
JUL 18 1953

RECEIVED
JUL 13 1953
FOR FILING

MISC. CONTRACTS and AGREEMENTS No. [illegible]

KF-50( )

3997

July 7, 1953
Salem, Oregon

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is an unexecuted copy of an agreement with the City of Corvallis covering the construction of the North Corvallis Section of the Pacific Highway West.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Corvallis, Oregon.

Yours very truly,

Secretary

rn
Attach: 1

REFERRED TO
BY SECRETARY

FORM E-30 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 23, 1953

SUBJECT: Assignment 4303

To: Mr. W. C. Williams
OFFICE

Glaisyer

Attached are three copies of an agreement between the State and the City of Corvallis covering the North Corvallis Section of the Pacific Highway West. Two copies of this agreement have been signed by the city officials of Corvallis and are now ready for presentation to the Commission.

This completes Assignment No. 4303.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-24-52 Minute Page 10902-03
AB Glaisyer
Secretary by F. Query

FORM E-90 25M 9-51 82315

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 17, 1953
Salem, Oregon

RECEI
1953

Date: June 18, 1953 ASSIGNMENT No. 4303
By

Description: **Letter of June 17 by Tom Reeder enclosing six copies of agreement between State and City of Corvallis with respect to construction of the North Corvallis Section of the Pacific Highway West as a throughway**

Acknowledged by _ _ _ _ _ Referred to _ _ _ _ **Cattrall** ✓ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 6-23-53 Report received _ _ _ _ _ _ _ _

Remarks: **For execution by City--if ok.**

WCW

proposed
City of
lis Section

ans attached
hould attach
ired, and

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls. 6

FORM E-30 25M 9-51 82315

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

June 17, 1953
Salem, Oregon

RECE
JUN 18 1953

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Herewith you will find the original and five copies of the proposed agreement to be entered into by and between the State and the City of Corvallis with respect to the construction of the North Corvallis Section of the Pacific Highway West as a throughway.

You will note that only the original has a copy of the plans attached thereto. Therefore, the County and City Relations Division should attach copy of the plans to the other copies of the agreement as required, and should mark the same Exhibit "A".

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls. 6

RECEIVED
JUL 7 1953
FOR FILING

BF 50 [illegible]

3997

July 7, 1953

Mr. George Simerville, City Recorder
City Hall
Corvallis, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Corvallis covering the construction of the North Corvallis Section of the Pacific Highway West in Benton County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JUN 30 1953
FOR FILING

BF-[illegible]0( )

3797

June 29, 1953

Berke Bros.
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

The State Highway Commission on June 25, 1953 accepted your bid in the amount of $285,426.00 for grading and paving the North Corvallis Section of the Pacific Highway West in Benton County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when right of way matters have been clarified and concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraph on page 5 under the heading Restriction on Commencement of Work.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.
cc: H. G. Smith
S.H. Probert
W.M. Franzwa-SIAC

RECEIVED
X file ~~FOR~~ FILING
OREGON DISTRICT

BF-50(5)

-177

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 29, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith are approved P. S. and E. documents for Oregon Project BF-50(5), North Corvallis Section of the Pacific Highway West.

In view of the fact that the estimate did not include any costs for railroad work, the P. S. and E. were approved in advance of submission of copies of the State-Railroad agreement. Such approval, however, is subject to a downward adjustment of participating cost if the agreement as finally executed requires less insurance for railroad protection than is called for in the special provisions. On the other hand, if additional insurance for protection of the railroad is required, its cost shall be non-participating.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Encls.

RECEIVED
JUN 30 1953
OREGON
STATE HIGHWAY COMMISSION

SHP
Jwn

RECEIVED
JUN 18 1953
FOR FILING

FF-50(5)

3777

June 16, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 12, concerning the North Corvallis Project, FF-50 (5).

As arrangements have been made with the City of Corvallis whereby parking is to be prohibited on one side of 4th Street between Van Buren Street and the beginning of new 24-foot pavement north of Polk Street, the existing 32-foot pavement on 4th Street should be adequate. In this connection, we might say that the two blocks of pavement widening to be constructed on 3rd Street between Van Buren and Tyler Streets is being done to fit in with plans whereby property owners are to build curbs and widen to 44 feet the new 24-foot pavement which we are to construct between Tyler and Polk Streets.

To obtain a right of way of greater width on 4th Street between Stations 11 and 13+50 would require the moving of three houses or the payment of equivalent compensation. As no interference with sight distance or use of highway is involved, this extra expense does not appear to us to be warranted.

Revised prints of sheets 5 and 6 are being sent to you to show more clearly the right of way boundaries.

Very truly yours,

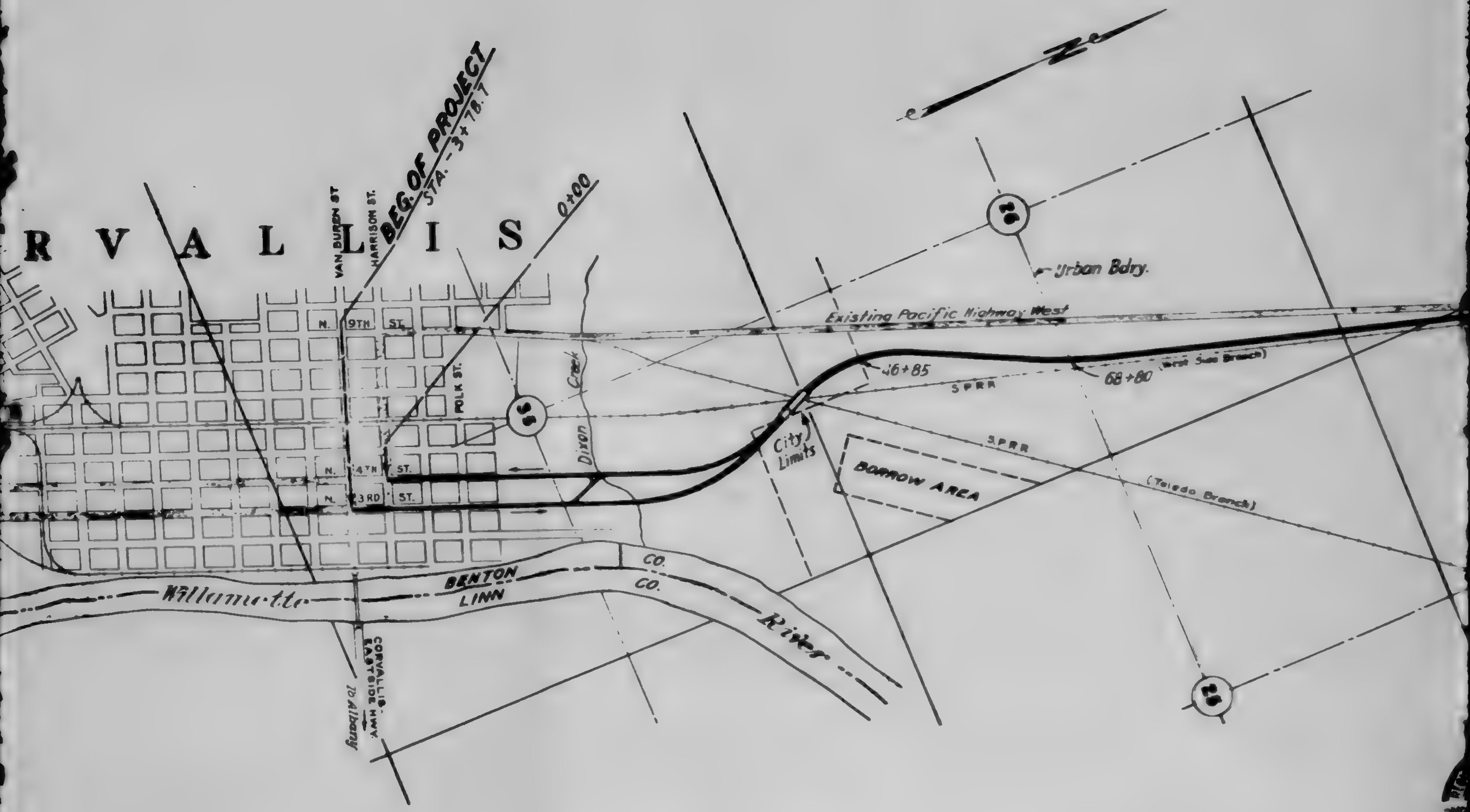
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT
NORTH CORVALLIS SECTION
PACIFIC HIGHWAY WEST
BENTON COUNTY
MAY 1953


N
RVALLIS
VAN BUREN ST
HARRISON ST
BEG. OF PROJECT
STA. -3+78.1
0+00
99
Urban Bdry.
Existing Pacific Highway West
N. 9TH ST.
POLK ST.
46+85
68+80
SPRR
(West Side Branch)
Dixon Creek
City Limits
BORROW AREA
SPRR
(Toledo Branch)
N. 4TH ST.
N. 3RD ST.
Willamette River
BENTON CO.
LINN CO.
CORVALLIS EASTSIDE HWY
To Albany
99

Sketch Map

Scale 0 800 1600 Feet

STATE H

BEN R. CHA
CHAS. H. REV
M. K. MC

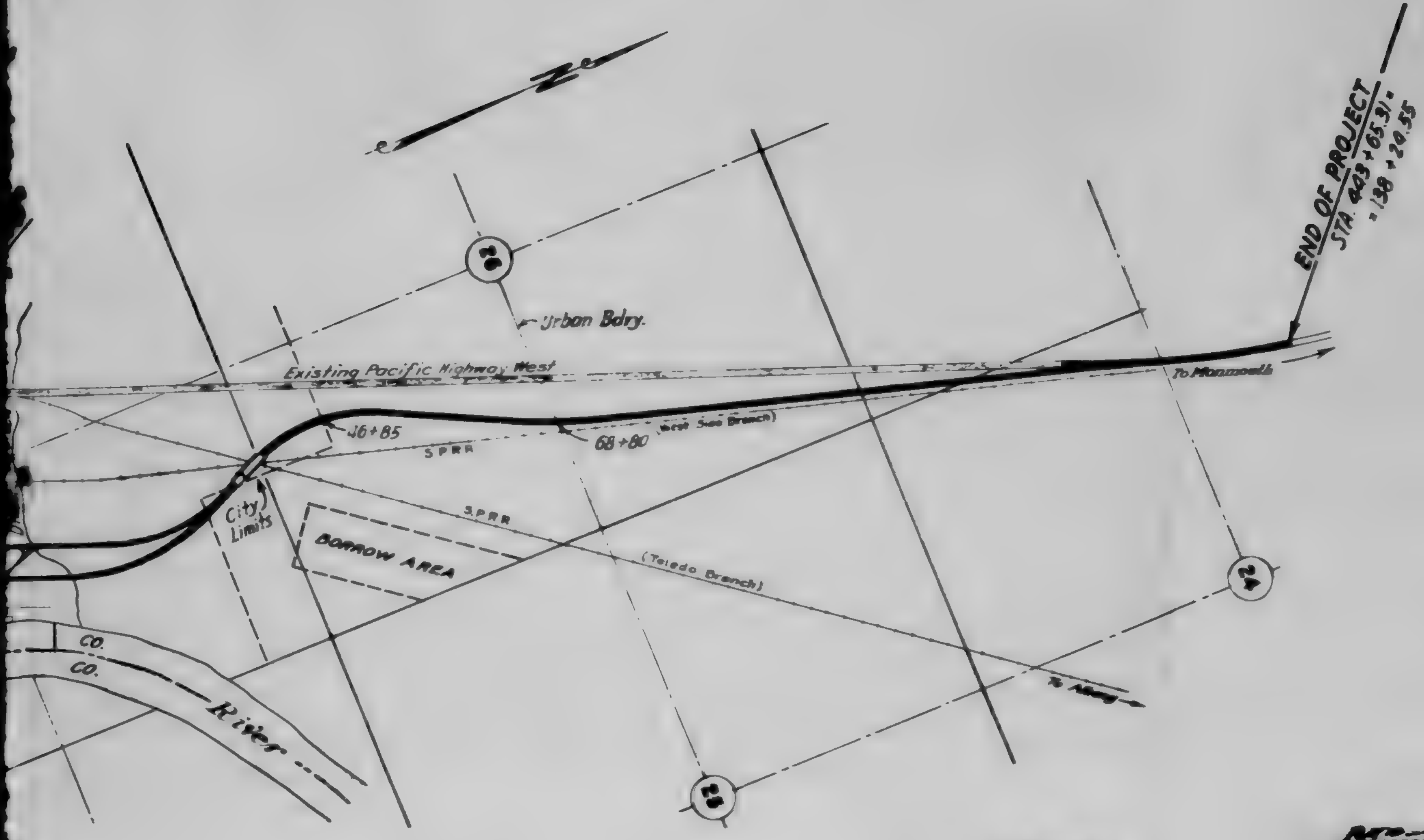
NORTH CO ALLIS SEC. PACIFIC HI AY WEST BENTON COUNTY				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOT SHEE
8	OREGON	BF50(5)		Sc bro

Revised 6-16-53

ATE OF OREGON
GHWAY DEPARTMENT
OR PROPOSED PROJECT

CORVALLIS SECTION
FIC HIGHWAY WEST
BENTON COUNTY

MAY 1953


N
END OF PROJECT
STA. 443+65.31 = 138+20.55
Urban Bdry.
Existing Pacific Highway West
To Monmouth
46+85
68+80
(West Side Branch)
S P R R
S P R R
(Toledo Branch)
To Albany
City Limits
BORROW AREA
CO.
CO.
River
26
24
25

Sketch Map

Scale 0 500 1000 Feet

R. H. Baldock
STATE HIGHWAY ENGINEER

157
R. H. BALDOCK

STATE HIGHWAY COMMISSION

BEN R. CHANDLER Chairman
CHAS. H. REYNOLDS Commissioner
M. K. MC IVER Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:

DISTRICT ENGINEER DAT

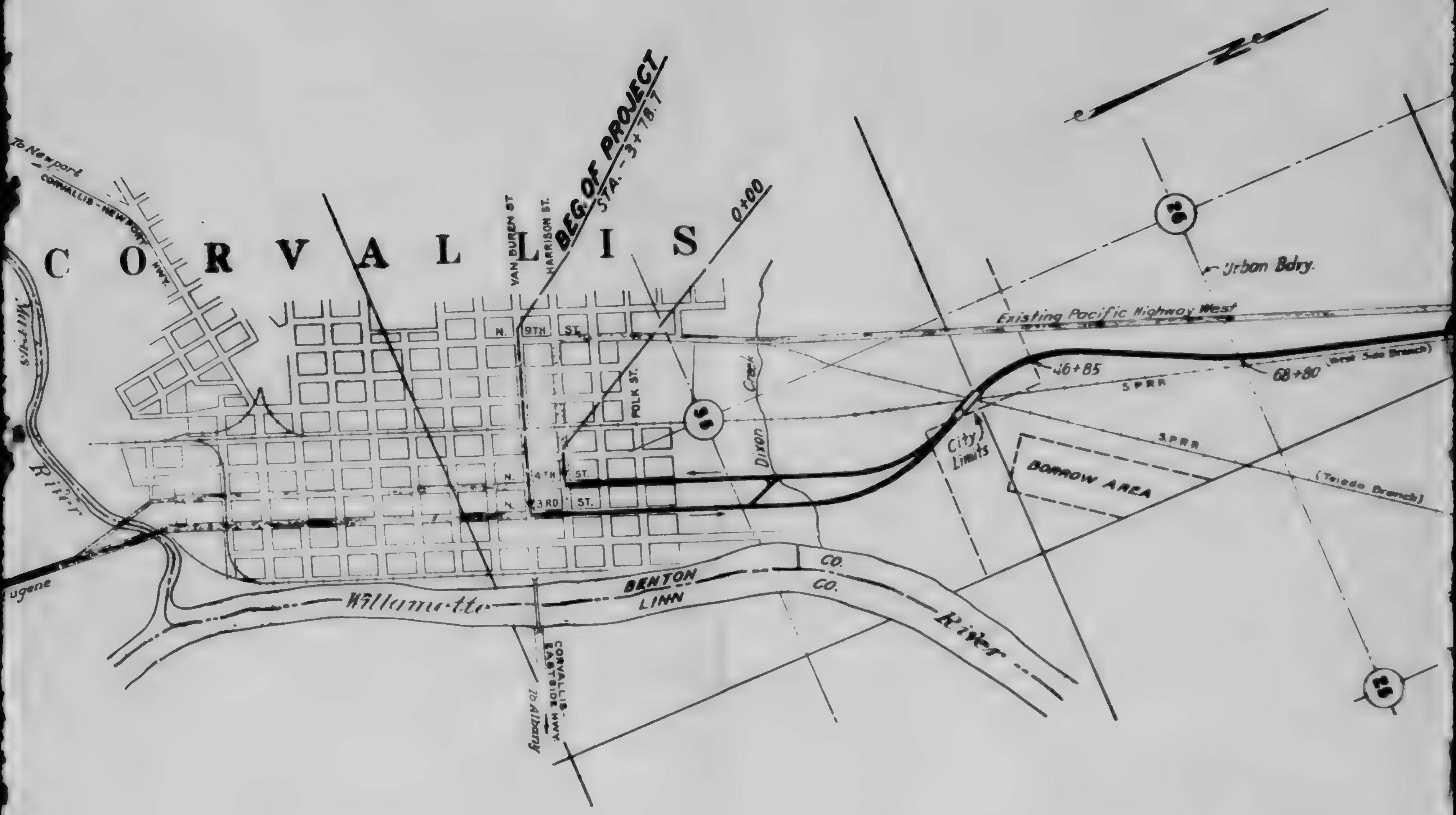
APPROVED:

DIVISION ENGINEER DAT

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

NORTH CORVALLIS SECTION
PACIFIC HIGHWAY WEST
BENTON COUNTY

MAY 1953


CORVALLIS
BEG. OF PROJECT
STA. - 3+78.1
0+00
To Newport
CORVALLIS-NEWPORT HWY.
VAN BUREN ST
HARRISON ST.
POLK ST.
N. 9TH ST.
N. 4TH ST.
N. 3RD ST.
Marys River
Dixon Creek
99
20
N
Urban Bdry.
Existing Pacific Highway West
46+85
68+80
SPRR
(West Side Branch)
(Toledo Branch)
City Limits
BORROW AREA
BENTON CO.
LINN CO.
Willamette River
CORVALLIS-EASTSIDE HWY.
To Albany
Eugene

Sketch Map

Scale 0 800 1600 Feet

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A	Summary, Typical Sections
3-8	Plan & Profile
5A	— " "

Drg.Nos.

2050
2050-A
2077

9259 }
5373 } Box Culv.

STATE OF OR

STATE HIGHWAY D

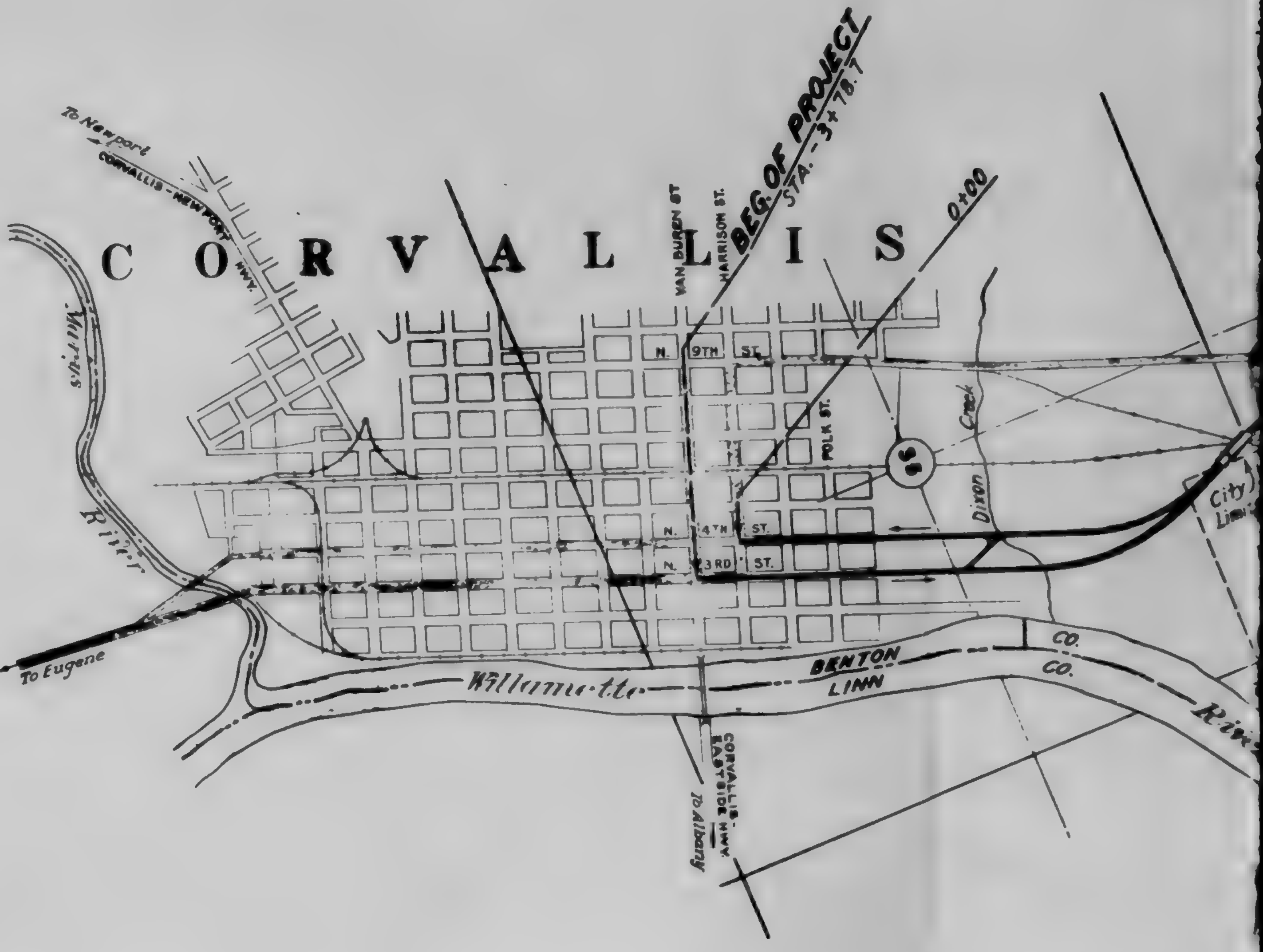
PLANS FOR PROPOSE

NORTH CORVALLI

PACIFIC HIGHWA

BENTON COUN

MAY 1953



To Newport
CORVALLIS-NEWPORT HWY.
CORVALLIS
Marys River
BEG. OF PROJECT
STA. - 3+78.1
0+00
VAN BUREN ST
HARRISON ST.
N. 9TH ST.
POLK ST.
99
Dixon Creek
City Limits
N. 4TH ST.
N. 3RD ST.
To Eugene
Willamette River
BENTON CO.
LINN CO.
CORVALLIS-EASTSIDE HWY.
To Albany

Sketch M

Scale

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

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FOR FILING

BF-[illegible]
[illegible]

Files

June 15, 1953

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, one copy of the Special Provisions and one set of plans for the grading and paving work to be performed on the North Corvallis Section of the Pacific Highway West in Benton County.

Railroad protective and liability insurance will be required on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:gs

cc: W. C. Williams
H. G. Smith

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Xer FILING

Const
Rlw
[illegible]
BF-50

June 12, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A review of the plans for Project BF-50(5), North Corvallis Section reveals that 4th Street between stations 0 and 11 is but 32' wide between curbs. Please comment on the suggestion that this section be improved to the same width as is shown for 3rd Street between stations - 3+78 and 3+50. If this suggestion is not feasible it would appear necessary to prohibit parking on 4th Street.

Apparently right of way on the right of 4th Street between stations 11 and 13+50 is but 22' wide. We feel that this width should be increased to at least 30'.

On sheet No. 6 the right of way line on the right is not shown. Will you please show this data on a revised sheet.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

See reply June 16
[illegible]

RECEIVED
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OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 29, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

North Corvallis Project

Dear Sir:

The addition of Item No. 54, Project BF-50(5) to Oregon Federal-aid Primary Highway Program - Bond Issue - Stage 2, as requested in your May 11, 1953 letter, is approved effective May 25, 1953.

Approval is given under the provisions of Section 5 of the Federal-aid Highway Act of 1950.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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~~FOR~~ FILING
OREGON DISTRICT
BF 50(5)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-50(5), North Corvallis Section of the Pacific Highway West, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of maintenance and encroachment resolutions by the Corvallis City Council prior to the project agreement stage.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED

[illegible]

5

ORBGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: North Corvallis **Highway:** Pacific West

County: Benton **Prefix:** 2-1439-900 **Res. Eng:** B. O. Johnson

Length of Project: 2.3 **Stations:**

Location		Soil Characteristics					Required Thickness		
		% Pass			R	%		Traffic	
Station	Depth	# 200	LL	PI	Value	Silt	Light	Medium	Heavy
15+00 ℄	2' 4½'	93.3	38	18	11	52.2		15"	24"
18+00 6'Rt	2'-3'	89.3	42	20	17	48.2		14"	22"
20+00 ℄	2'-4'	95.9	53	31	16½	54.4		14"	22"
20+00 10'Lt	1½'-2½'	91.9	41	18	17	48.3		14"	22"
31+00	1'-2'	95.3	62	42	19½	42.0		13½"	21"
34+50	2'-3'	98.5	34	13	9	57.4		15½"	25"
43+40	1½'-2½'	94.2	35	15	18	49.3		14"	22"
83+00	1½'-2½'	97.5	51	32	16	55.9		14"	22½"
125+75	2'-3'	91.5	43	22	18	47.4		14"	22"

Borrow Pit Area used Stations 11+00 to 81+10

Hole No.									
1	0-2'	98.4	31	9	7	55.5		16"	25½"
1	2'-16	98.6	34	8	8	65.5		15½"	25"
2	3'-4'	98.8	70	39	45	43.0		9"	12½"
3	1'-4'	97.8	59	28	25	50.5		13"	19½"
3	4'-8'	80.4	37	11	18	47.5		14"	22"
3	8'-12'	49.2	29	6	49	28.0		8½"	11"

5/15/53

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: North Corvallis

Highway: Pacific West

County: Benton **Prefix:** 2-1439-900

Res. Eng: B. O. Johnson

Length of Project: 2.3 Miles

Stations: 11+00 to 132+50

The recommended total thickness of base course plus wearing surface is as follows:

Depth	Stations
19 inches	-3+78.7 to 28+00 Northbound
	11+00 to 28+00 Southbound
12$\frac{1}{2}$ inches	28+00 to 46+50 Overpass
21 inches	46+50 to 132+50

Design data is attached.

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Ass't. State Highway Eng.

cc Ass't. State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer (J. D. Walker)
Resident Engineer (B. O. Johnson)
Soils Engineer
Office Engineer

RECEIVED
MAY 13 1953
FOR FILING

May 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of Bond Financed Federal Aid Primary Highway Program, it is our desire to contract the construction of the Pacific Highway West at the north entrance to Corvallis to provide an overcrossing of the Southern Pacific Railroad tracks and an improved and more direct route through the city.

The program data for this project is as follows:

Item No.	54
County	Benton
Project No.	BF-50 (5)
F.A. Route No.	9 and U000-009
State Route No.	US-99W
Termini	1.7 miles North of Corvallis to Van Buren St. in Corvallis
Construction Cost:	
Total	$630,000
Federal Funds	$390,000
State Funds	$240,000
Other Funds	- -
Project Totals:	
Total Cost	$630,000
Federal Funds	$390,000
Length	2.70 miles
Character of Proposed Work	Grade and Drain 2.7 miles 1.1 miles 4-lane and 1.6 miles 2-lane high type pavement, 1 highway-railway grade separation structure, length 290 feet.

Traffic figures for the project are as follows:

1951 Data:

ADT	1,700
Per cent Commercial	15

1965 Data:

ADT	3,200
Per cent Commercial	15

Railway Data:

No. of Trains	4 Switching and 6 regular
No. of Tracks	2
Speed	25 miles

The amount of metal reinforcement required is 125 tons.

As the project does not result in the closure of any grade crossing, no railroad participation can be claimed.

A map showing the location of the project and the general layout is submitted herewith.

If the BPR approval of the programming of this project is forthcoming in time, the project will be included in the call for bids to be published June 5.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

RECEIVED
MAY 20 1953
FOR FILING

BF-50(1)
2917

4/8/53

6-3-B

[illegible]il 23, 1953

Mr. H. T. Wood.
Monroe, Oregon

Dear Mr. Wood:

At its meeting in Portland on April 8th, the State Highway Commission gave consideration to your proposal concerning the rerouting of the Pacific Highway West through Corvallis by way of 9th Street, and that it be kept west of the railroad tracks all the way to Monroe, Oregon.

Following receipt of your letter, the matter was investigated by the Engineering Department, and their findings presented to the Commission. These findings disclosed that the proposed route would in all likelihood be more expensive than the one now planned, and also probably would not give as good overall service. In view of these findings, the Commission could not see its way clear to adopt your suggestion.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FQ:jmc

RECEIVED
APR 7 1953
FOR FILING

Const
R/W
Pac. Hwy. W.

April 6, 1953

Oregon State Highway Commission

Gentlemen:

Mr. N. T. Wood of Monroe, Oregon, has addressed a letter to you with reference to the proposed rerouting of US99W through Corvallis, and I am sending you a copy herewith.

Please be advised that the route Mr. Wood mentions, by way of 9th Street, is not a good one and never can be made so. It would be more expensive and would not give the same service as the one we propose.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB
hi

RECEIVED
APR 8 1953
FOR FILING

April 6, 1953

Mr. H. T. Wood
[redacted]
Oregon

Dear Sir:

Your letter of March 28, regarding the proposed rerouting of US99W through Corvallis, is being referred to the members of the State Highway Commission for consideration at their meeting on April 8 and 9.

Very truly yours,

R. H. Baldock
State Highway Engineer

hi
cc Floyd Query

Contract for New Highway Due by Summer

By this summer a contract for construction of a new state highway north of Corvallis from 3rd and 4th streets to highway 99-W probably will be awarded with the cost estimated at between $600,000 and $800,000, it was disclosed at a Benton chamber of commerce meeting Tuesday by State Highway Engineer R. H. Baldock.

The contract cannot be let until after a public hearing on the proposed grade crossing of the Southern Pacific railroad track north of the city. The company's request for a viaduct crossing of the tracks has been put up to the public utilities commission for a decision.

While Baldock saw little hope of development of First street as a throughway within the next few years, the state engineer did disclose that a project is being considered for a new Corvallis-Philomath highway system, still in a tentative stage. It would have two one-way roads most of the way between the two towns, the present route presumbaly carrying west-bound traffic with a new roadway about 400 feet to its south carrying east-bound traffic.

Monroe, Oregon
March 28,53

Orego
Salem

Gentl

I … spaper report that 99W is to
be re … of corvallis.

A … rests of Corvallis may object,
I woul … sion avoid a bottleneck at
Corva … an be done, and also because
99W ma … traveled highway when it is
impro … will be.

Ma … continued straight through
Corva … and be kept West of the
railr … Monroe Oregon. I believe
this … oad crossings; one at Monroe
and O

O … is not a cheaper solution,
and i … ling a cheaper highway. It
will … Monroe and Corvallis and
the m … at Corvallis, leaving just
one t … believe this freight yard
can be … m Corvallis to Monroe, East
of the … need to cross it, and the
highway between Monroe and Corvallis will have to be practically rebuilt for heavy traffic anyway.

I would suggest that you look a long time at this change this article proposes as I doubt if it will help speed up this traffic and could not be considered a long range solution.

Very truly yours,
H T Wood
H.T.Wood

RECEIVED
MAR 30 1953
OREGON
STATE HIGHWAY COMMISSION

Monroe, Oregon
March 28,53

Oregon State Highway Comm.
Salem, Oregon

Gentlemen;

I see by the inclosed newspaper report that 99W is to be rerouted through the center of corvallis.

Although the business interests of Corvallis may object, I would like to see the Commission avoid a bottleneck at Corvallis for 99W because it can be done, and also because 99W may some day be a heavily traveled highway when it is improved like I understand it will be.

May I suggest that 99W be continued straight through Corvallis on 9th as it is now and be kept West of the railroad tracks all the way to Monroe Oregon. I believe this would eliminate two railroad crossings; one at Monroe and One at Corvallis.

Of course, this suggestion is not a cheaper solution, and it was not my idea of building a cheaper highway. It will mean a new highway between Monroe and Corvallis and the moving of the freight yard at Corvallis, leaving just one track to Phiomath there. I believe this freight yard can be kept along the track from Corvallis to Monroe, East of the new highway, and never need to cross it, and the highway between Monroe and Corvallis will have to be practically rebuilt for heavy traffic anyway.

I would suggest that you look a long time at this change this article proposes as I doubt if it will help speed up this traffic and could not be considered a long range solution.

Very truly yours,
H.T. Wood
H.T.Wood

RECEIVED
MAR 30 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1953
FOR FILING

Corval
[illegible]
Pac. Hwy W.

March 27, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are transmitting herewith Acting Commissioner Hilts' letter (with attachment) through our Western Headquarters approving the Corvallis Federal-aid urban primary highway system, effective March 11, 1953.

Very truly yours,

C. G. POLK
District Engineer

Encls.

RECEIVED
MAR 30 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

AGENDA ITEM 4-b
January 6, 1953

February 12, 1953

Common Council of the City of Corvallis
Corvallis, Oregon

Gentlemen:

This note is simply to formally advise you that the State Highway Commission at its meeting on January 6, 1953, approved your resolution adopted October 20, 1952, with respect to the designation of Federal Aid Urban System in the Corvallis urban area and authorized the State Highway Engineer to present the same to the Bureau of Public Roads for its approval.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:md

RECEIVED
1953
FOR FILING
[illegible]

February 2, 1953

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Enclosed for your approval are five copies of Supplemental tabulation No. 66 extending the route of FAS 202 in Corvallis. This extension is being requested so that FAS 202 will extend to a junction with the south bound route of U 080-09, thus integrating FAS 202 with the Urban System as proposed for the Corvallis Urban Area.

Also enclosed are four copies of a map upon which the proposed extension is indicated in color.

If approved, the State Highway mileage in Benton County and the Total FAS mileage will be increased by 0.11 mile. Of this 0.11 mile, 0.06 mile represents the proposed extension and 0.05 mile a correction to the original mileage.

The Benton County Court has indicated its approval by signing all copies of the enclosed map.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

Encl.

JFH:MM
cc: J. W. Cattrall
S. H. Probert

FORM E-90 27,000 4-52 56908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Enclosed is a suggested letter to the B.P.R., with attachments, requesting extension of FAS 202, the Corvallis-Eastside State Secondary Highway to a junction with the south bound route of U 080-09, the Pacific Highway West.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
W. C. WILLIAMS

RECEIVED
FEB 2 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1953
FOR FILING

[illegible]
[illegible]
[illegible]

January 12, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We submit herewith map showing the system of Federal-aid Urban Routes which we desire to have approved for the Corvallis Urban Area.

As evidence of cooperation between the State and the municipal authorities in the selection of the routes proposed, we are enclosing four copies of a resolution passed by the Common Council of the City of Corvallis.

Route descriptions prepared in accordance with the instructions accompanying General Administrative Memorandum No. 331 are enclosed, also.

Adoption of the proposed system will necessitate a slight change in the FAS description for Secondary Highway 202 and a change in the route of Primary Highway 10. These changes will be requested in separate correspondence.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

Encl.

State Oregon Urban Area Corvallis

FEDERAL-AID URBAN SYSTEM

Route Number	Description	Length (Miles)
080-009	From a connection with Federal-aid primary route 9 on the south urban boundary near the southeast corner of the urban area northerly to a connection with Federal-aid primary route 9 on the north urban boundary near the northeast corner of the urban area.	3.7
080-010	From a connection with Federal-aid urban route 080-009 near its crossing of Southern Pacific railway tracks northeasterly to a connection with Federal-aid route 10 on the east urban boundary near the northeast corner of the urban area.	0.6
080-022	From a connection with Federal-aid primary route 22 on the west urban boundary near its intersection with 20th Street easterly to a connection with Federal-aid urban route 080-009 at or near the intersection of 3rd Street and A Street.	1.0
	Total mileage for Corvallis	5.3

January 12, 1953

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JAN 7 1953
FOR FILING

Const
R/W
Pac. Hwy. W.

Salem, Oregon
January 7, 1953

Mr. H. G. Smith

Please furnish the necessary data, plans, et cetera, to Mr. Enfield, for the purpose of making application to the Public Utilities Commissioner for a grade crossing on the Corvallis urban project, scheduled for contract letting in May, 1953.

W. W. Stiffler

WWS:er

cc Mr. S. H. Probert
Mr. G. S. Paxson
Mr. C. W. Enfield

RECEIVED

FOR FILING

File

December 22, 1952

Oregon State Highway Commission

Gentlemen:

In our current program we have federal-aid urban funds allocated to the North Corvallis Section of Highway US99W. Before we can program this project with the Bureau of Public Roads it is necessary that the Corvallis urban system be approved.

We have prepared necessary maps showing the system, which have been approved by the Corvallis City Council, and the same will be presented to you for your consideration at the next meeting. I recommend your approval of the urban system, as indicated on the maps that are attached to the resolution.

Very truly yours,

R. H. Baldock
State Highway Engineer

Mr. S. H. Probert

WCW:me 1g

RECEIVED
FOR FILING
[illegible]
R/W
[illegible]

Salem, Oregon
December 12, 1952

Mr. W. C. Williams
Assistant State Highway Engineer

Am enclosing four certified copies of a resolution passed by the City Council of the City of Corvallis approving a Federal-aid Urban Highway System for the Corvallis Urban Area.

The system approved is as recommended by the State Highway Engineer.

The next step in obtaining official adoption of the System is to obtain the approval of the Highway Commission and authority from it to submit the System to the Bureau of Public Roads for final action.

Adoption of the System is a necessary preliminary to the programming and contracting of the North Corvallis Project on Highway US-99W.

Before the Bureau of Public Roads consents to the adoption of the System, it will want us to submit a revised project statement sketch map showing the contemplated revised location of the westerly three or four miles of the Corvallis-Albany Highway. This relocation is necessary to cause the Federal-aid Primary System to connect with the proposed urban system. If there would by any objection to submitting such revised project sketch map before the Commission officially adopts the revised location, arrangements should be made at once to obtain the Commission's approval of the revised location. As the revision parallels the railroad for its entire length, a suitable map of it could be prepared without making a survey.

It is suggested that action of the Commission on the above matters be obtained at the meeting on January 6.

S. H. Probert
Office Engineer

SHP:gs
Encl.

RECEIVED
A... 1952
FOR FILING

Const
R/W
Pac. Hwy W.

August 13, 1952

Oregon State Highway Commission

Gentlemen:

At the Commission meeting on May 24 and 25, 1951 you authorized purchase of the rights of way for the North Corvallis section of the Pacific Highway West, which is indicated in Exhibit "D-2" of the Commission minutes of that meeting. I am quite certain that you also approved the survey, which had been completed prior to that time, but the minutes do not show your official approval of the survey.

Mr. Enfield deems it necessary that official approval of the survey be set forth in the Commission minutes. In order to clarify this matter I attach hereto a sketch map indicating the survey upon which you approved the purchase of the right of way, and it is recommended that you officially adopt this survey for the purpose of getting the matter on record.

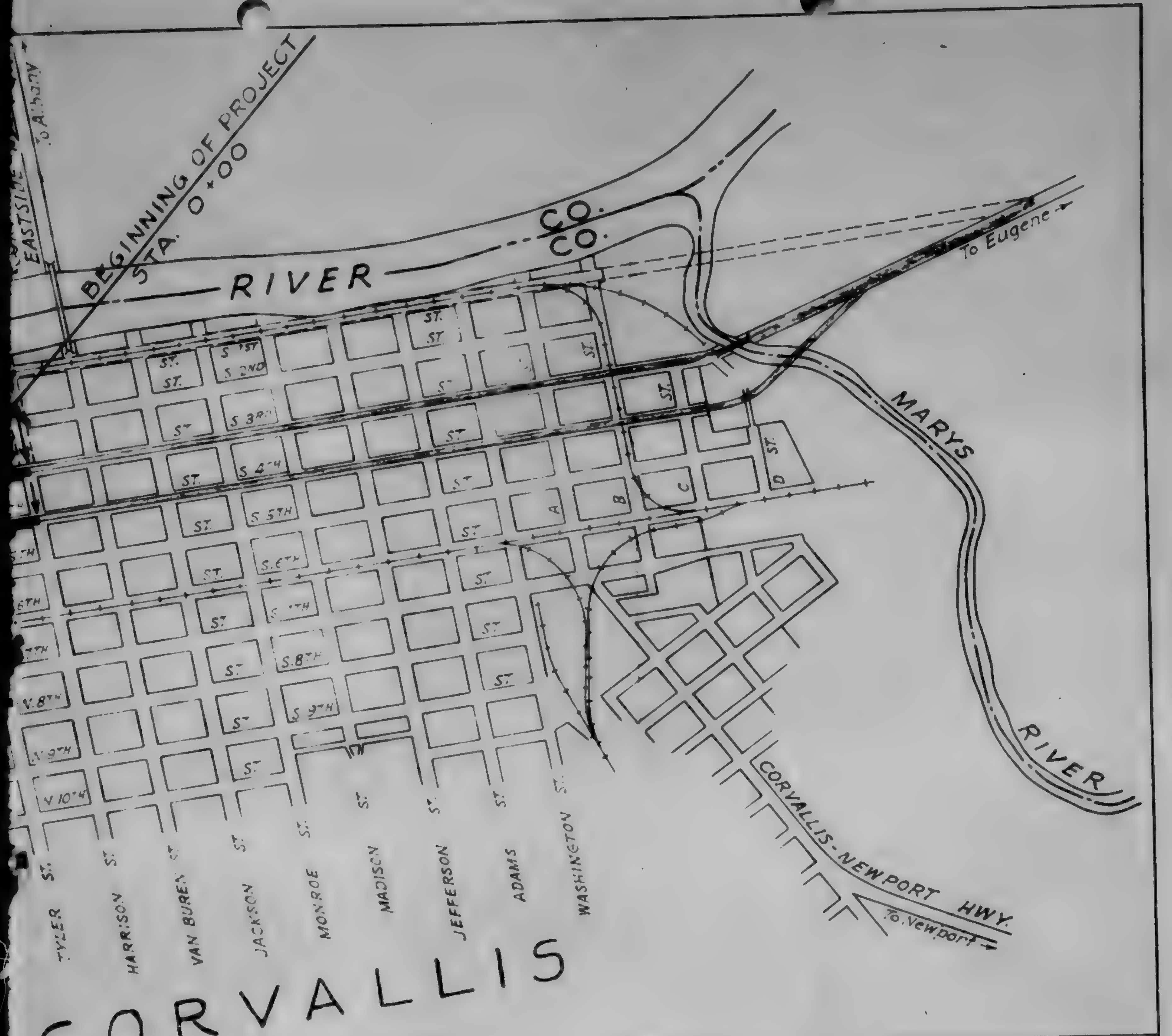
Very truly yours,

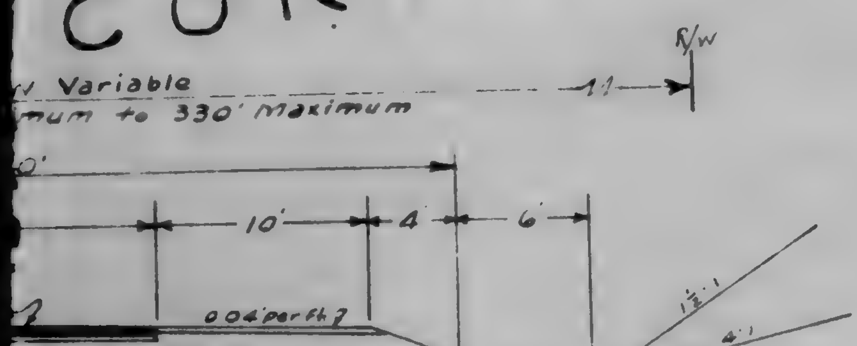
R. H. Baldock
State Highway Engineer

WCW:me

Enclosure

cc Mr. C. W. Enfield
Mr. H. G. Smith


To Albany
EASTSIDE
BEGINNING OF PROJECT
STA. 0+00
RIVER
CO.
CO.
To Eugene
MARYS
RIVER
S 1ST
S 2ND
S 3RD
S 4TH
S 5TH
S 6TH
S 7TH
S 8TH
S 9TH
N 8TH
N 9TH
N 10TH
ST.
A
B
C
D ST.
TYLER ST.
HARRISON ST.
VAN BUREN ST.
JACKSON ST.
MONROE ST.
MADISON ST.
JEFFERSON ST.
ADAMS ST.
WASHINGTON ST.
CORVALLIS-NEWPORT HWY.
To Newport
CORVALLIS


R/W
Variable
mum to 330' Maximum
10'
4
6'
0.04' per ft.
6:1
1½:1
4:1

OREGON STATE HIGHWAY DEPT.

SKETCH MAP

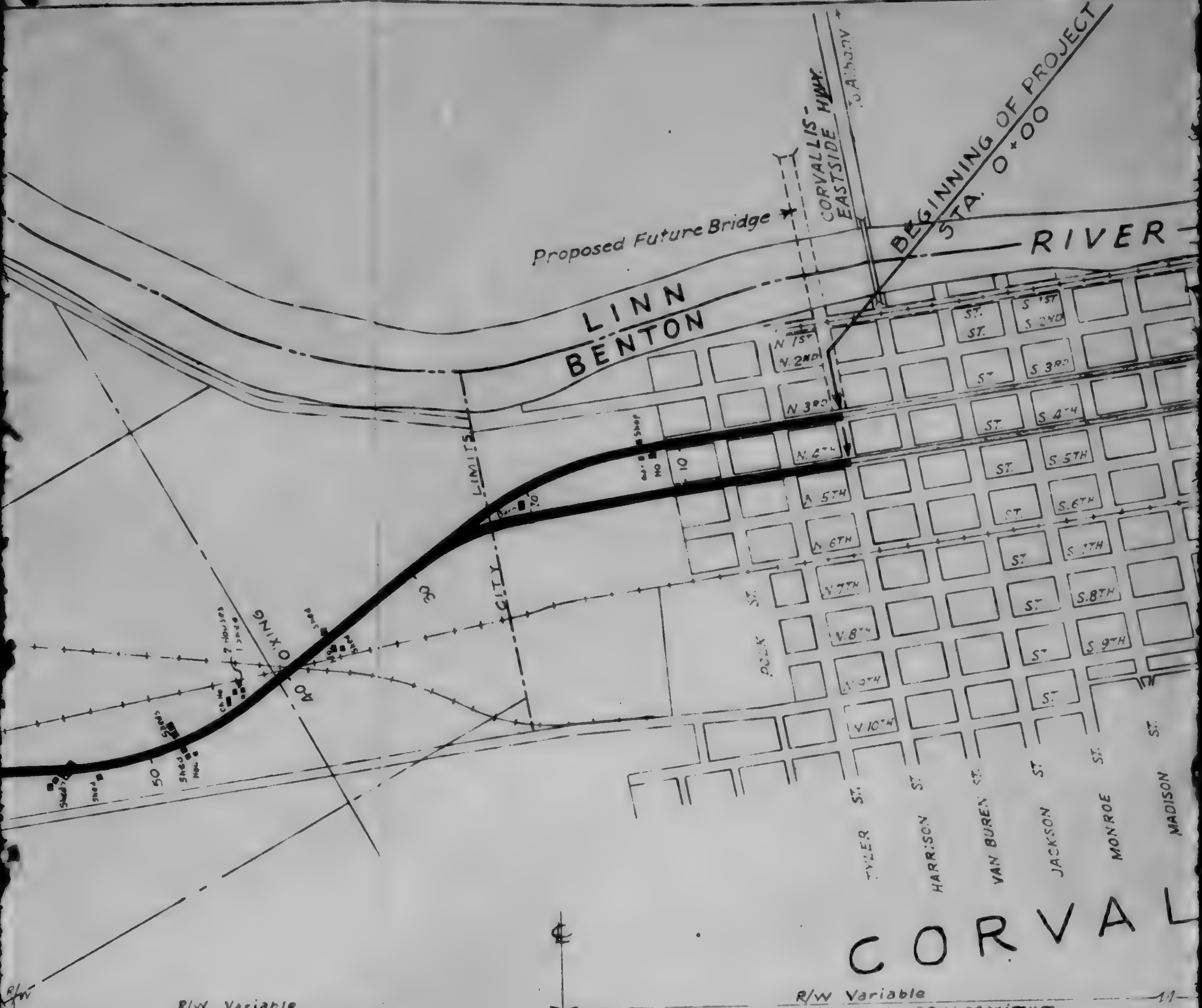
NORTH CORVALLIS SECT.

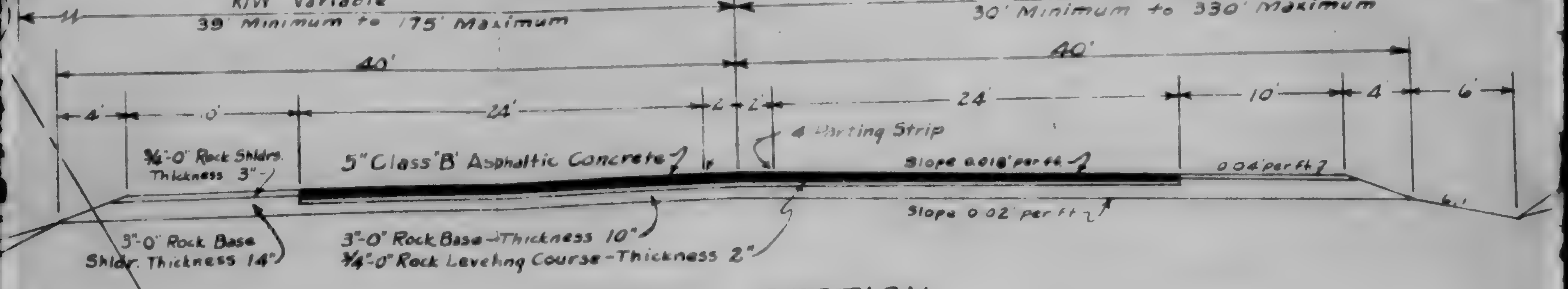
PACIFIC HIGHWAY WEST

BENTON COUNTY

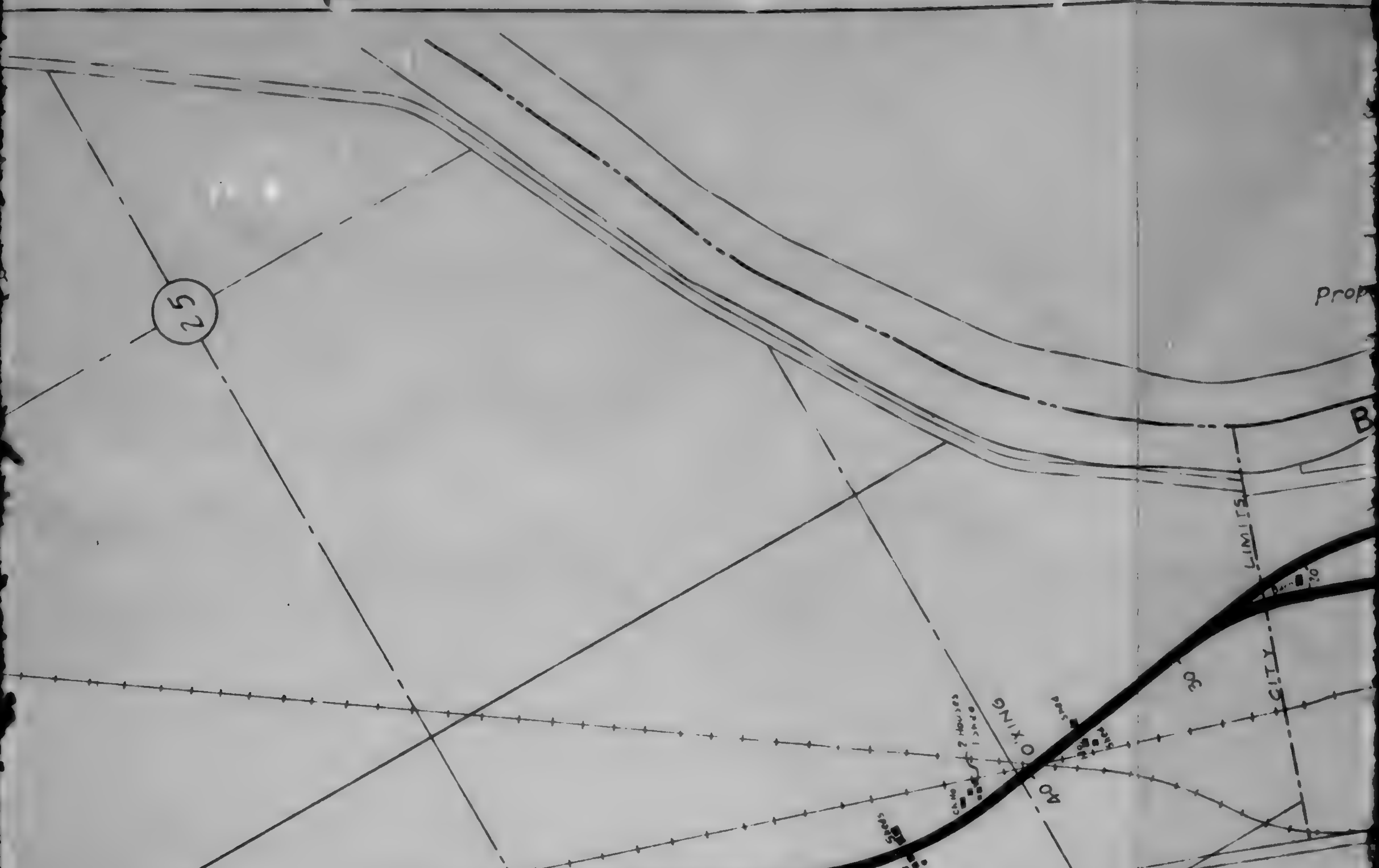
Scale 1" = 800'   Jan. 1949

For detail see 6B-30-13


BEGINNING OF PROJECT
STA. 0+00
CORVALLIS-EASTSIDE HWY.
To Albany
Proposed Future Bridge
RIVER
LINN
BENTON
CITY LIMITS
X-ING
N 1ST
N 2ND
N 3RD
N 4TH
N 5TH
N 6TH
N 7TH
N 8TH
N 9TH
N 10TH
S 1ST
S 2ND
S 3RD
S 4TH
S 5TH
S 6TH
S 7TH
S 8TH
S 9TH
ST.
POLK ST.
TYLER ST.
HARRISON ST.
VAN BUREN ST.
JACKSON ST.
MONROE ST.
MADISON ST.
Shop
Shed
Sheds
Houses
10
20
30
40
50
CORVAL


℄
R/W
R/W Variable
39' Minimum to 175' Maximum
R/W Variable
30' Minimum to 330' Maximum
40'
40'
4'
10'
24'
2
2'
24'
10'
4
6'
3/4"-0" Rock Shldrs. Thickness 3"
5" Class "B" Asphaltic Concrete
4" Parting Strip
Slope 0.018' per ft.
0.04' per ft.
Slope 0.02' per ft.
3"-0" Rock Base Shldr. Thickness 14"
3"-0" Rock Base-Thickness 10"
3/4"-0" Rock Leveling Course-Thickness 2"
6:1

TYPICAL SECTION

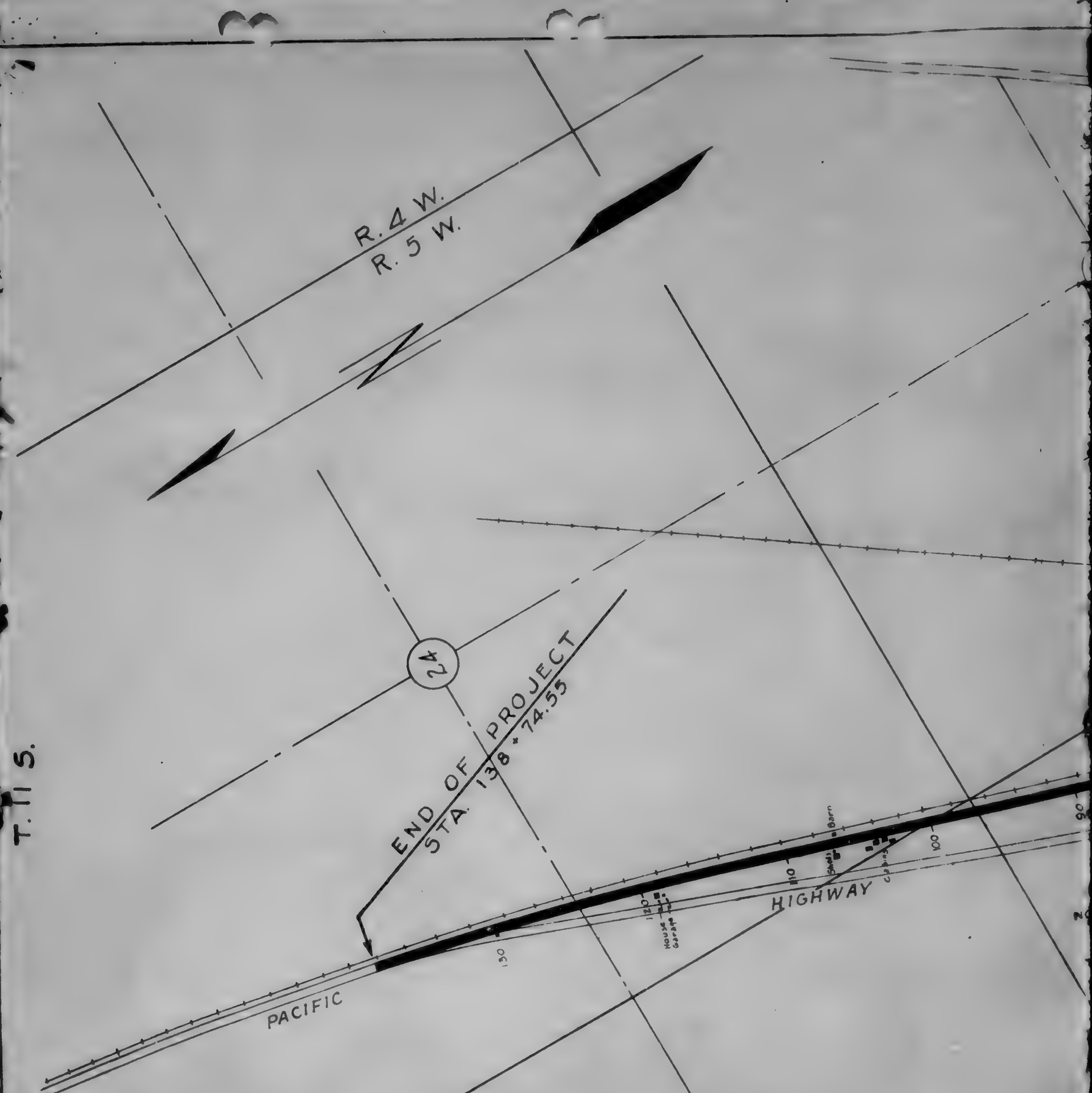

25
26
Prop
B
LIMITS
CITY
CITY
30
40
50
60
70
80
90
Shed
Sheds
Shed
Sheds
2 Houses
Shed
WEST
R/W
R/W Variable
39' Minimum to 175' Maximum
40'
4'
10'
24'
2
2
¾"-0" Rock Shldrs. Thickness 3"
5" Class 'B' Asphaltic Concrete
3"-0" Rock Base Shldr. Thickness 14"
3"-0" Rock Base - Thickness 10"
¾"-0" Rock Leveling Course - Thickness 2"
4:1
2:1
TYPICAL S

NOTE - ALL BUILDINGS SHOWN ARE ON HWY. R/W.

APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 8-12-52


R. 4 W.
R. 5 W.
T. 11 S.
24
END OF PROJECT
STA. 138 + 74.55
PACIFIC
HIGHWAY
130
120
110
100
90
House
Garage
Shed
Barn
Cabins

Minutes of October 20, 1952, Continued

Resolution submitted by Councilman Raw

RESOLUTION

WHEREAS, Bureau of Public Roads, General Services Administration, General Administrative Memorandum No. 331, dated July [illegible], 1949, provides for "the establishment [illegible] including municipalities of 5,000 or more population; [illegible]"

WHEREAS, the said General Administrative Memorandum No. 331 further provides for the designation of a Federal-aid urban system in each urban area "--by the State Highway Department, in cooperation with municipal authorities;" and

WHEREAS, the Oregon State Highway Commission has so designated such a Federal-aid urban system within the Corvallis urban area; and

WHEREAS, the Oregon State Highway Commission has submitted to the Common Council of the City of Corvallis, Benton County, Oregon, a map attached hereto, marked "Exhibit A," and by this reference made a part hereof, of the Corvallis urban area upon which is shown colored in red the Federal-aid urban system as proposed by the State Highway Commission; and

WHEREAS, the City of Corvallis is desirous of approving said Federal-aid urban system in compliance with said Bureau of Public Roads General Administrative Memorandum No. 331;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Common Council of the City of Corvallis, Benton County, Oregon, as follows:

1. The Federal-aid urban system in the Corvallis urban area, as shown colored in red on the attached map, marked "Exhibit A," is hereby approved.
2. The Oregon State Highway Commission is requested to submit the Federal-aid urban system in the Corvallis urban area, as shown in "Exhibit A," to the Bureau of Public Roads for approval.

Upon motion duly made and seconded the foregoing resolution was adopted by the Common Council of the City of Corvallis, Benton County, Oregon, this 20th day of October 1952.

/s/ Wm. F. Raw
Councilman

Attest:

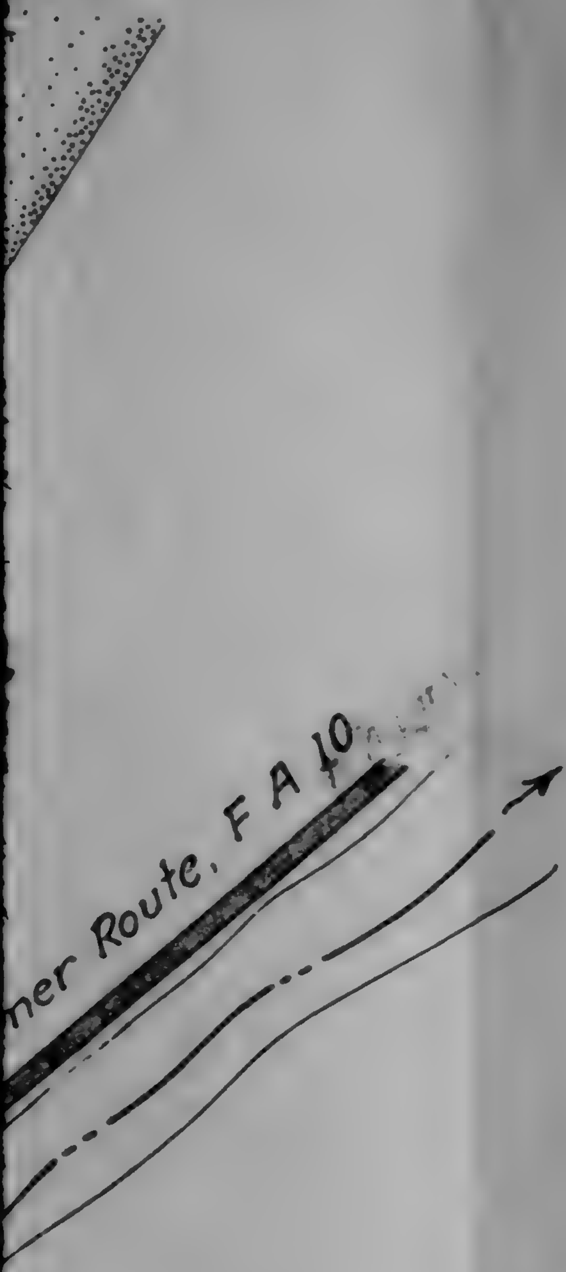
/s/ George Simerville
City Recorder

/s/ Dean Dorsey
Mayor

CERTIFICATE

I hereby certify that the foregoing copy of resolution is a true and correct copy of the original resolution on file in my office and was duly adopted at the meeting of the City Council of the City of Corvallis, Oregon on October 20, 1952.

George Simerville
City Recorder, Corvallis, Ore.


ner Route, F A 10

OREGON STATE HIGHWAY COMMISSION

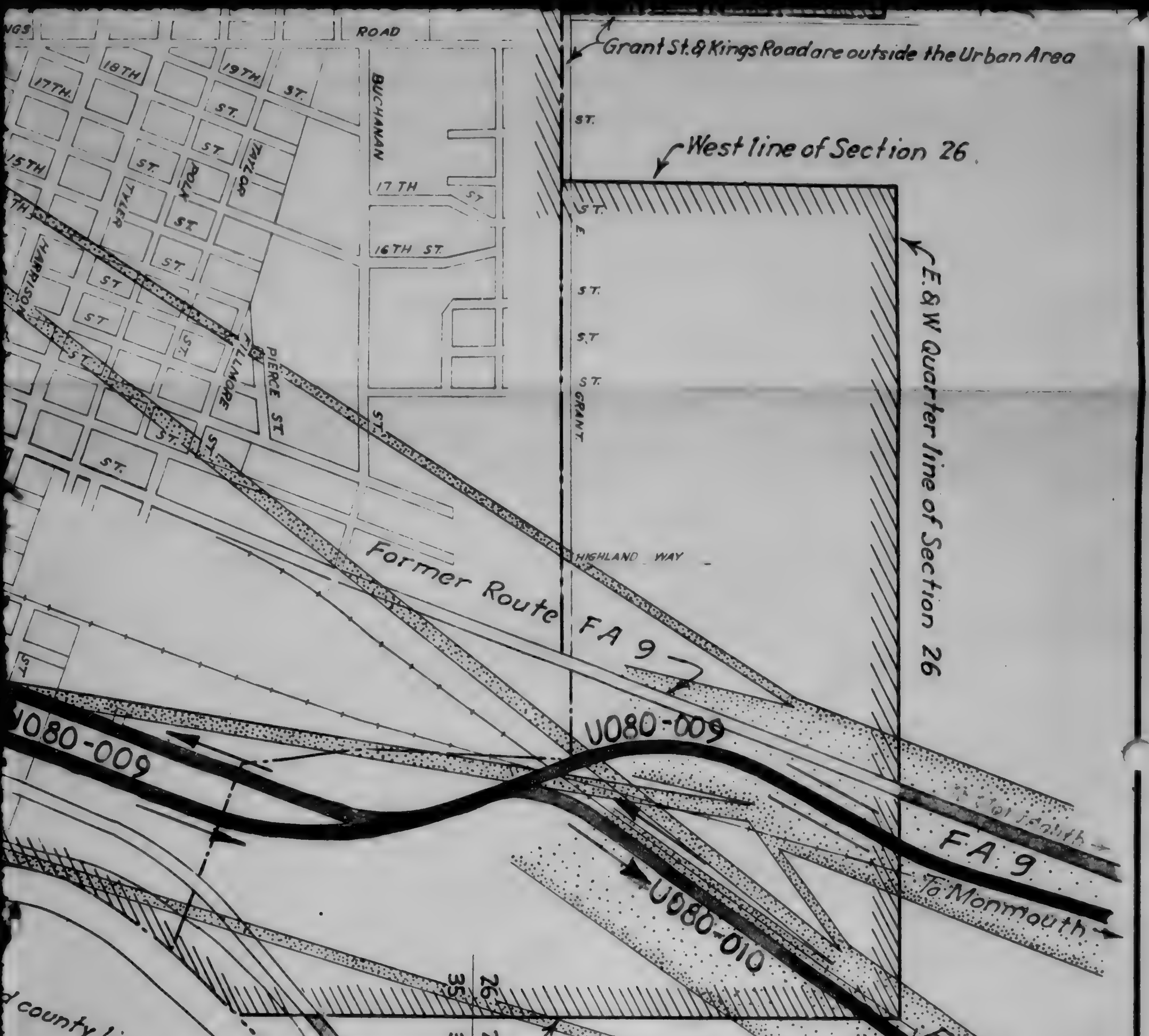
Map of

CORVALLIS URBAN AREA

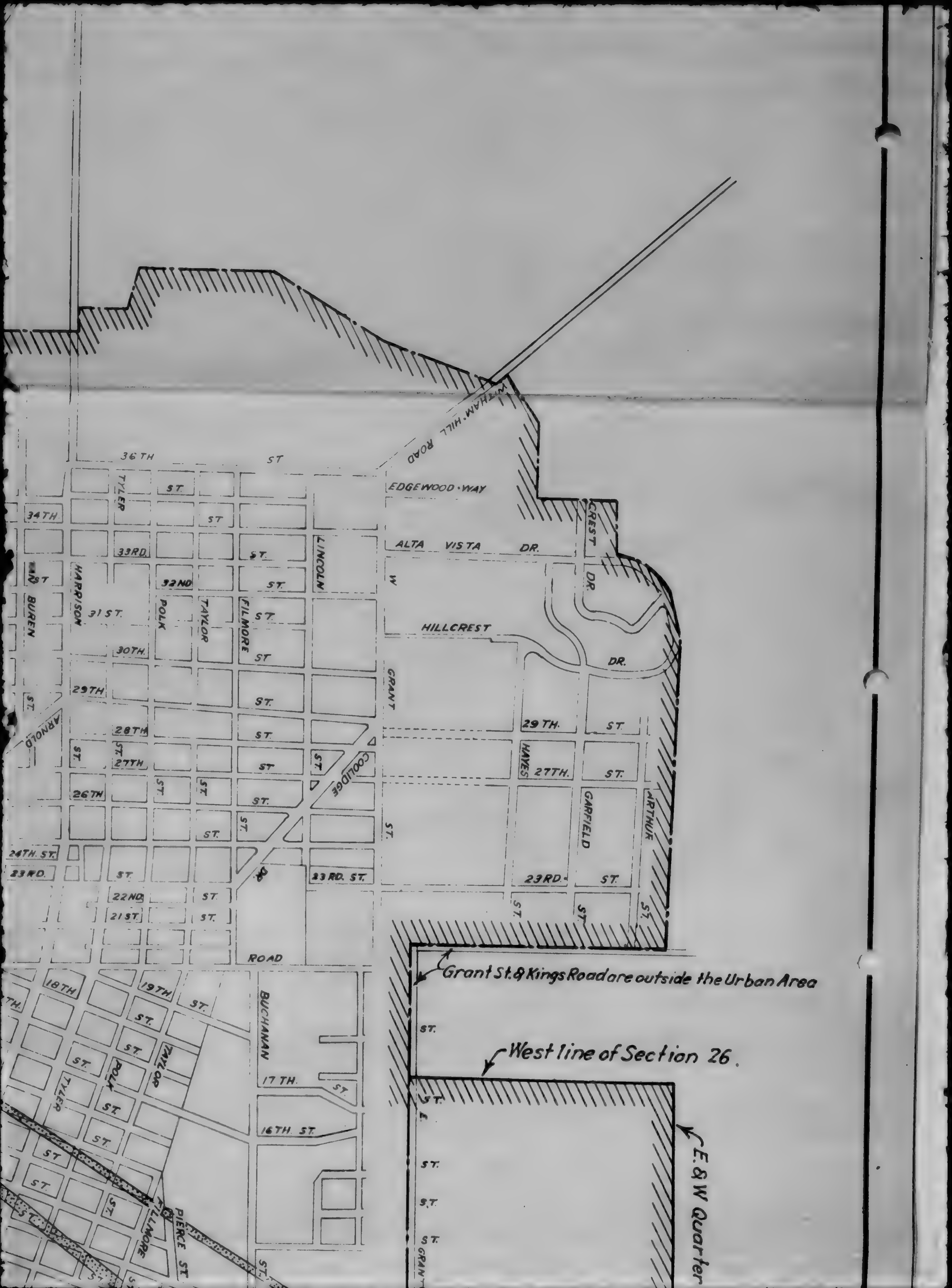
Showing

FEDERAL AID URBAN SYSTEM

Scale: 1" = 800' July, 1952



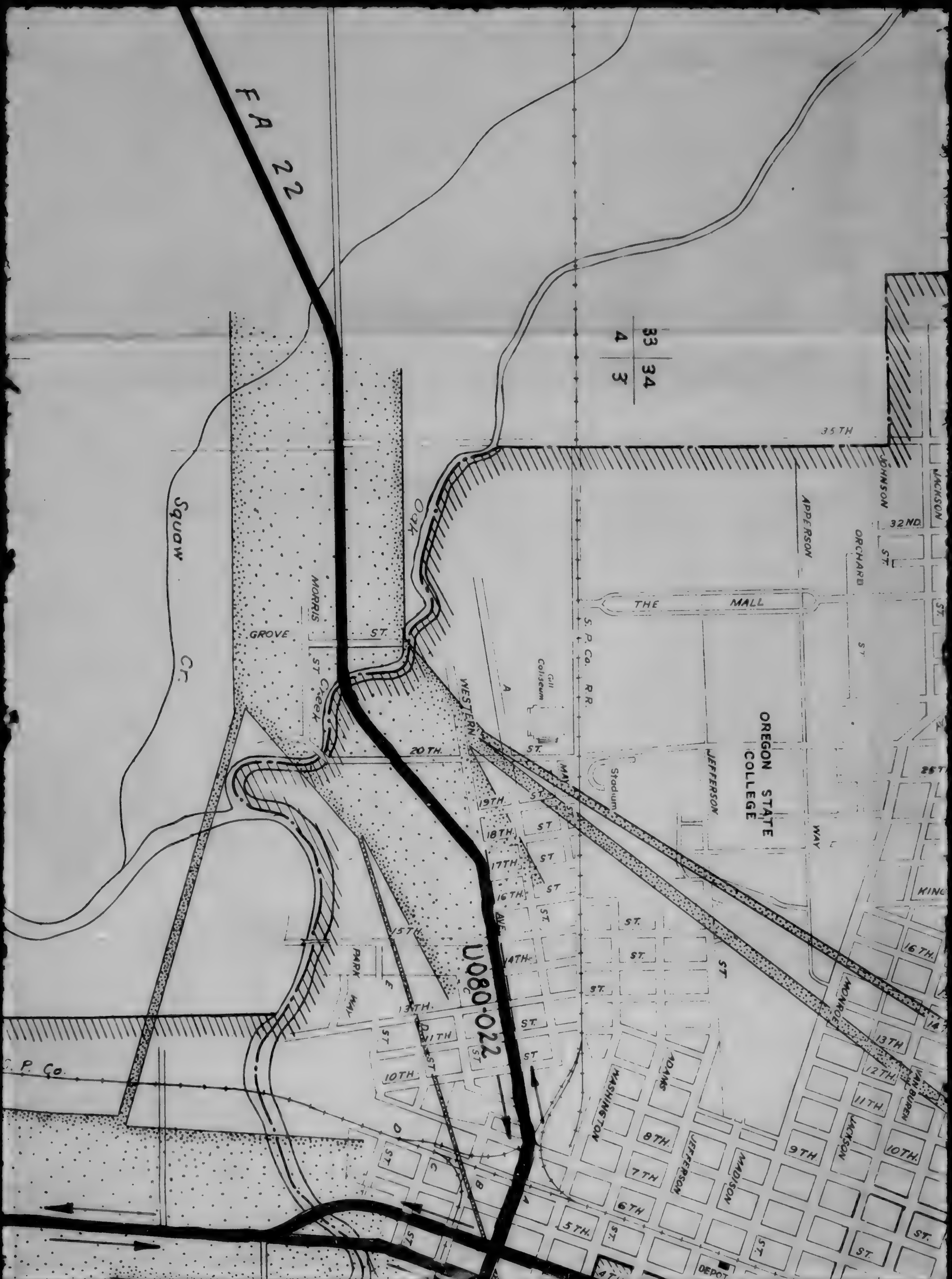
ROAD
Grant St. & Kings Road are outside the Urban Area
17TH.
18TH
19TH
ST.
BUCHANAN
TAYLOR
POLK
TYLER
HARRISON
FILLMORE
PIERCE ST.
15TH
ST.
17TH
16TH ST.
West line of Section 26.
E. & W. Quarter line of Section 26
E.
GRANT
HIGHLAND WAY
Former Route FA 9
U080-009
U080-010
FA 9
To Monmouth
FA 10
To Albany
26
35
25
36
East line of Sections 26 & 35
county line
RIVER
Former Route FA 10
F


WITHAM HILL ROAD
36TH ST
EDGEWOOD WAY
ALTA VISTA DR.
CREST DR.
HILLCREST DR.
34TH.
33RD.
32ND
31 ST.
30TH.
29TH
28TH
27TH
26TH
24TH. ST.
23RD.
22ND
21 ST.
TYLER
HARRISON
VAN BUREN ST.
ARNOLD
POLK
TAYLOR
FILMORE
LINCOLN
W
GRANT ST.
COOLIDGE
29TH. ST.
27TH. ST.
23RD ST.
23 RD. ST.
HAYES
GARFIELD
ARTHUR ST.
ROAD
18TH
19TH ST.
17 TH. ST.
16TH. ST.
BUCHANAN
TYLER
POLK
TAYLOR
FILLMORE
PIERCE ST
E ST.
GRANT

Grant St. & Kings Road are outside the Urban Area

West line of Section 26.

E. & W Quarter


FA 22
33
34
4
3
35TH
JOHNSON
JACKSON
32ND
ST.
APPERSON
ORCHARD
ST
THE MALL
Squaw Cr.
MORRIS
GROVE ST.
Oak Creek
WESTERN
A
Gill Coliseum
S. P. Co. R.R.
OREGON STATE COLLEGE
JEFFERSON
Stadium
WAY
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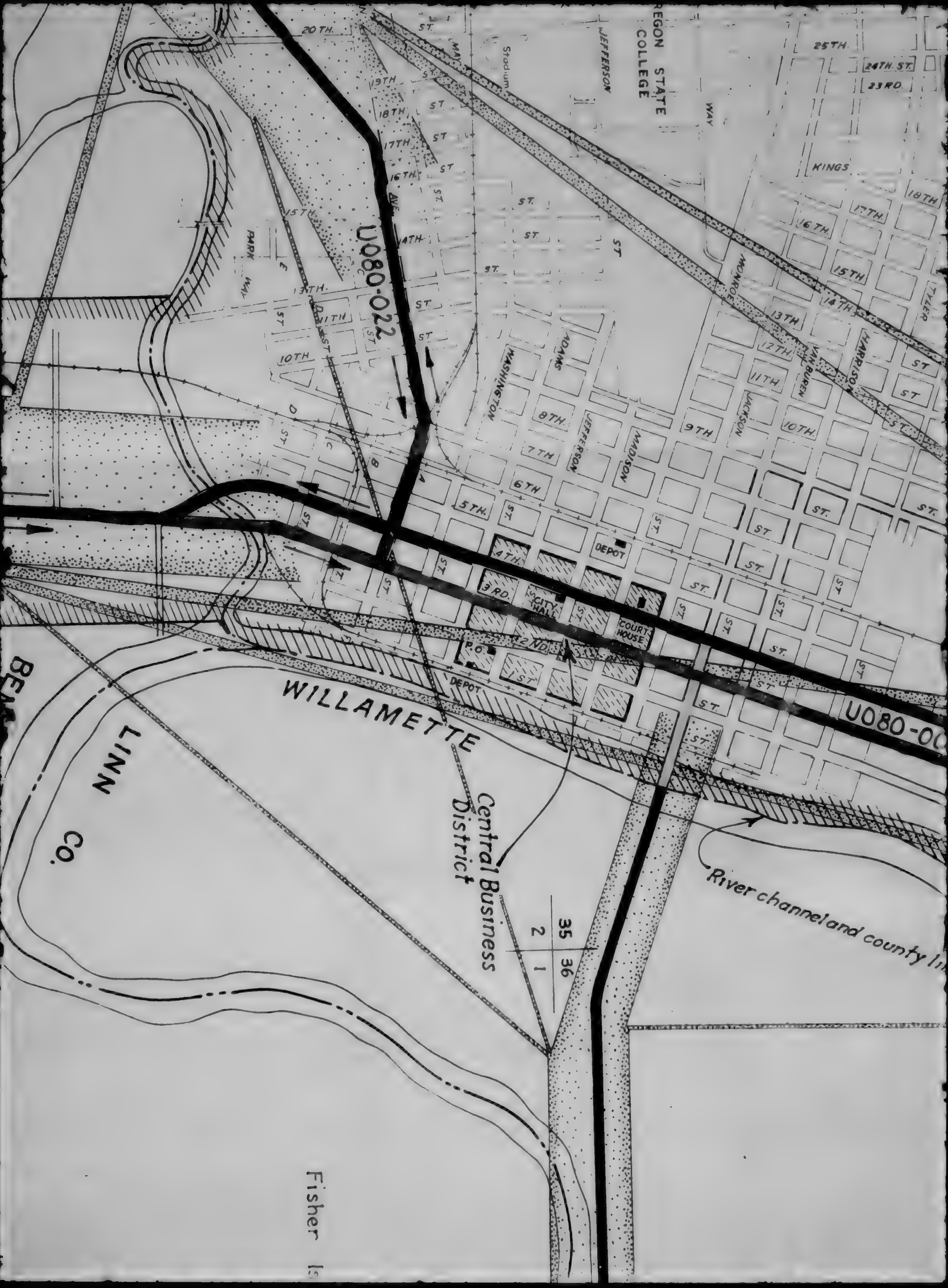
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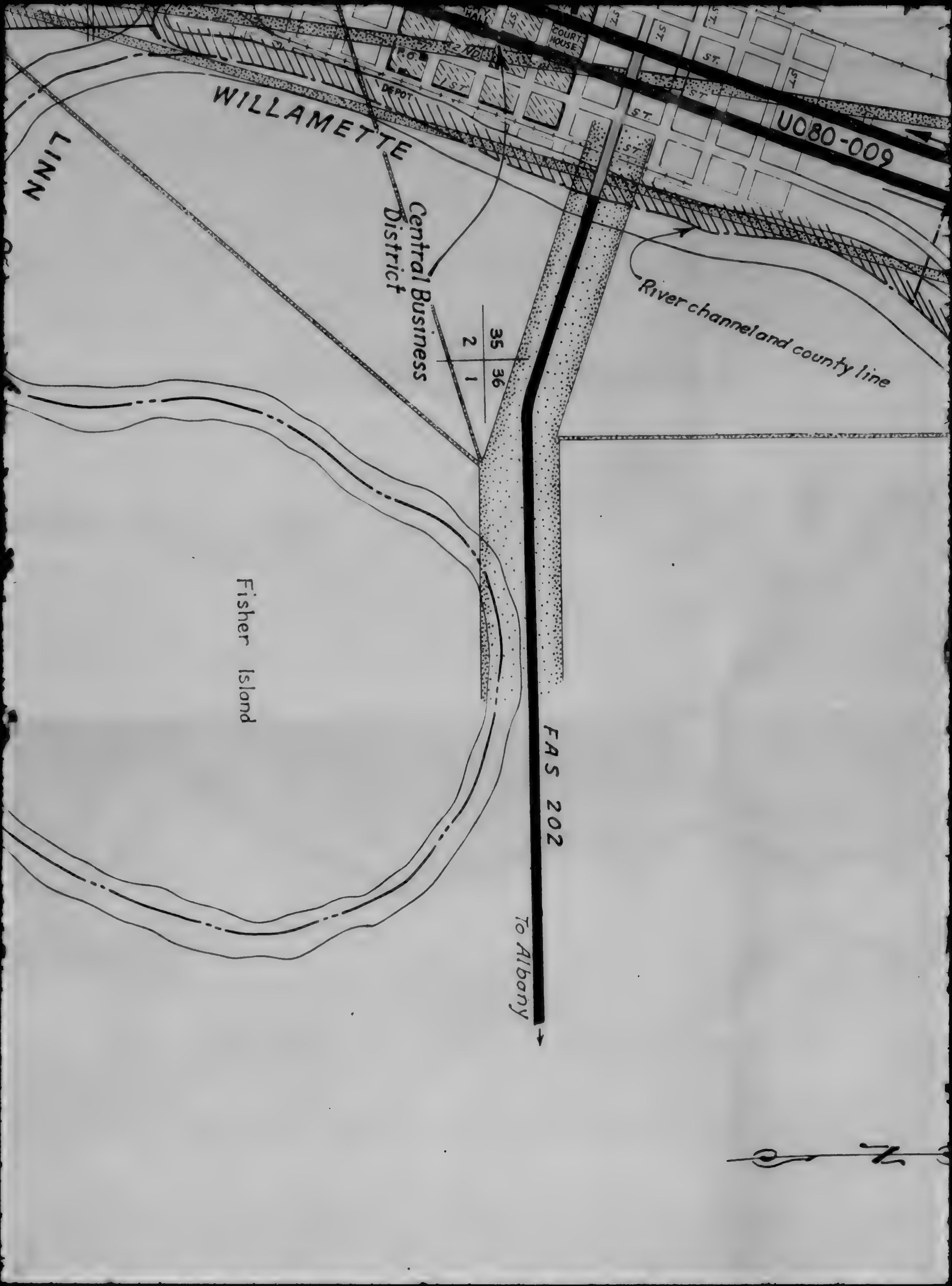
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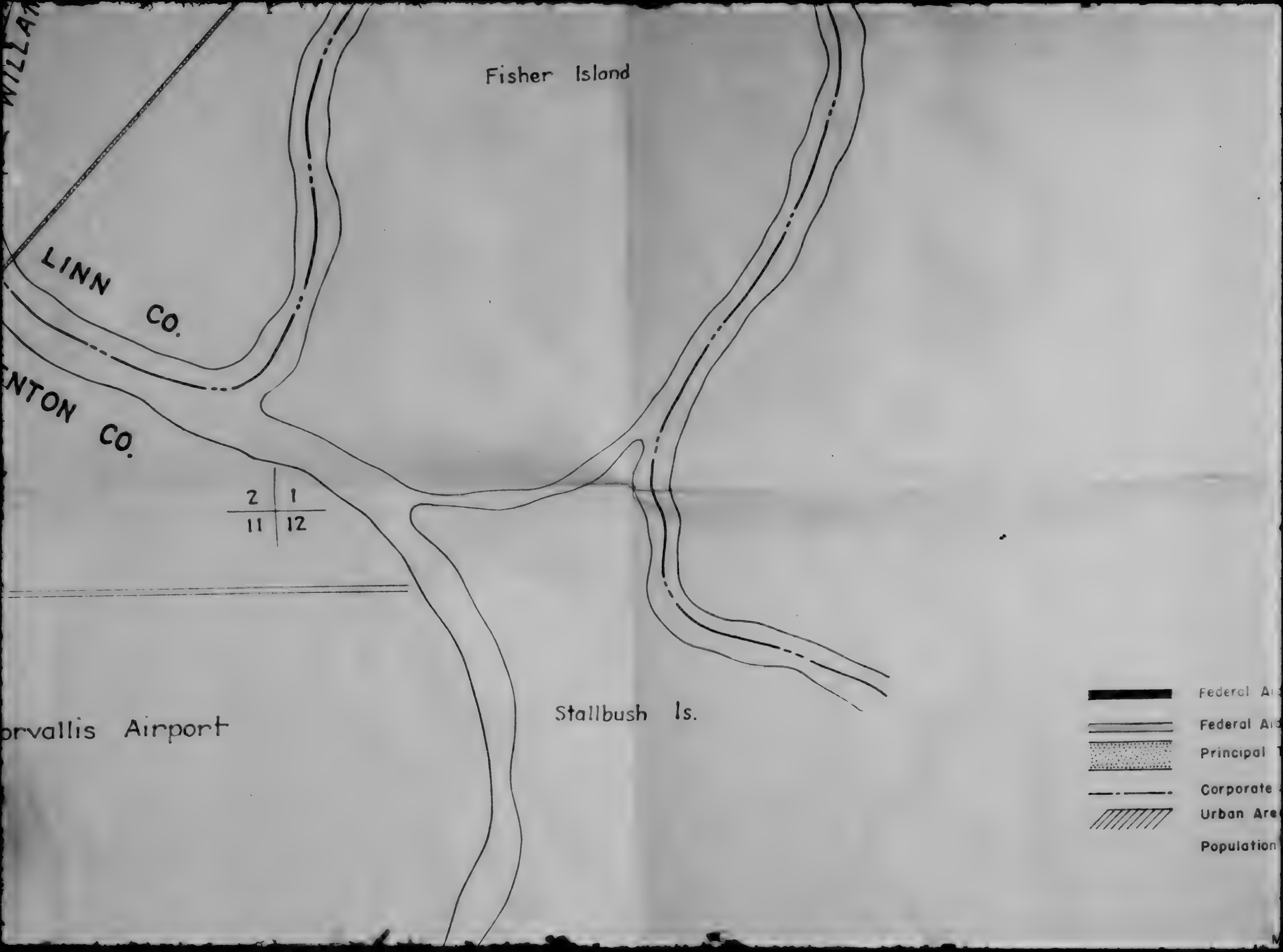
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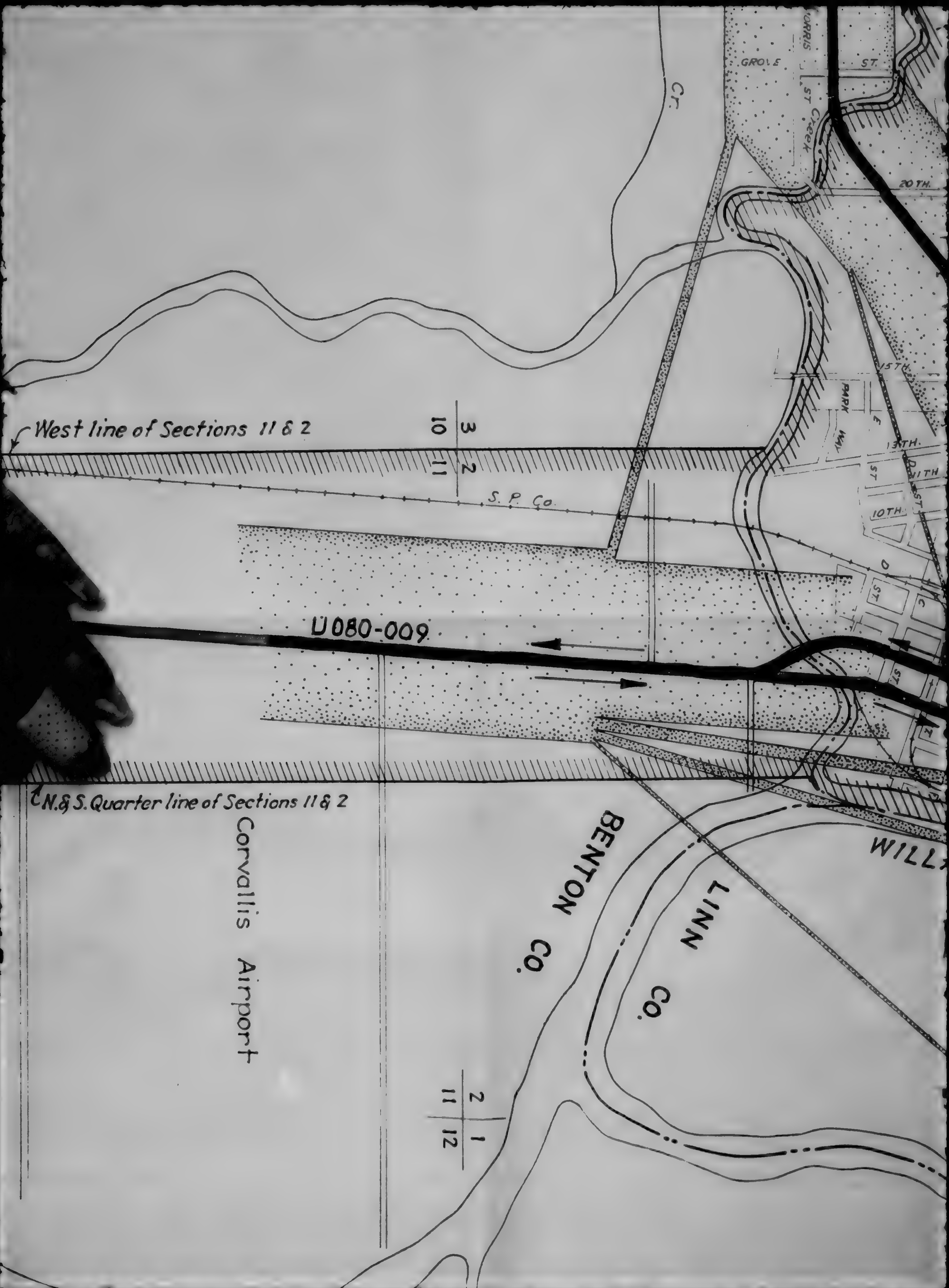
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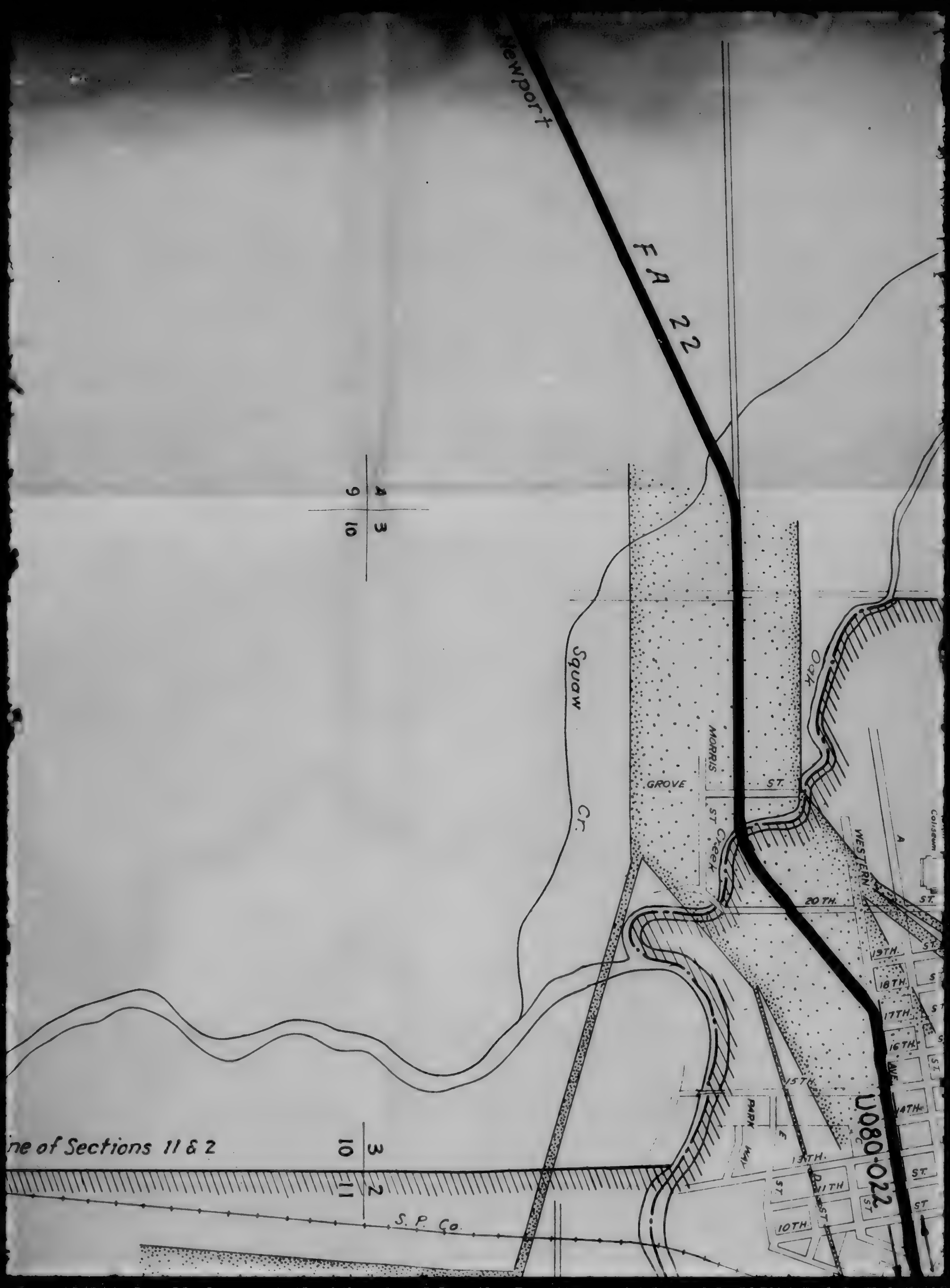
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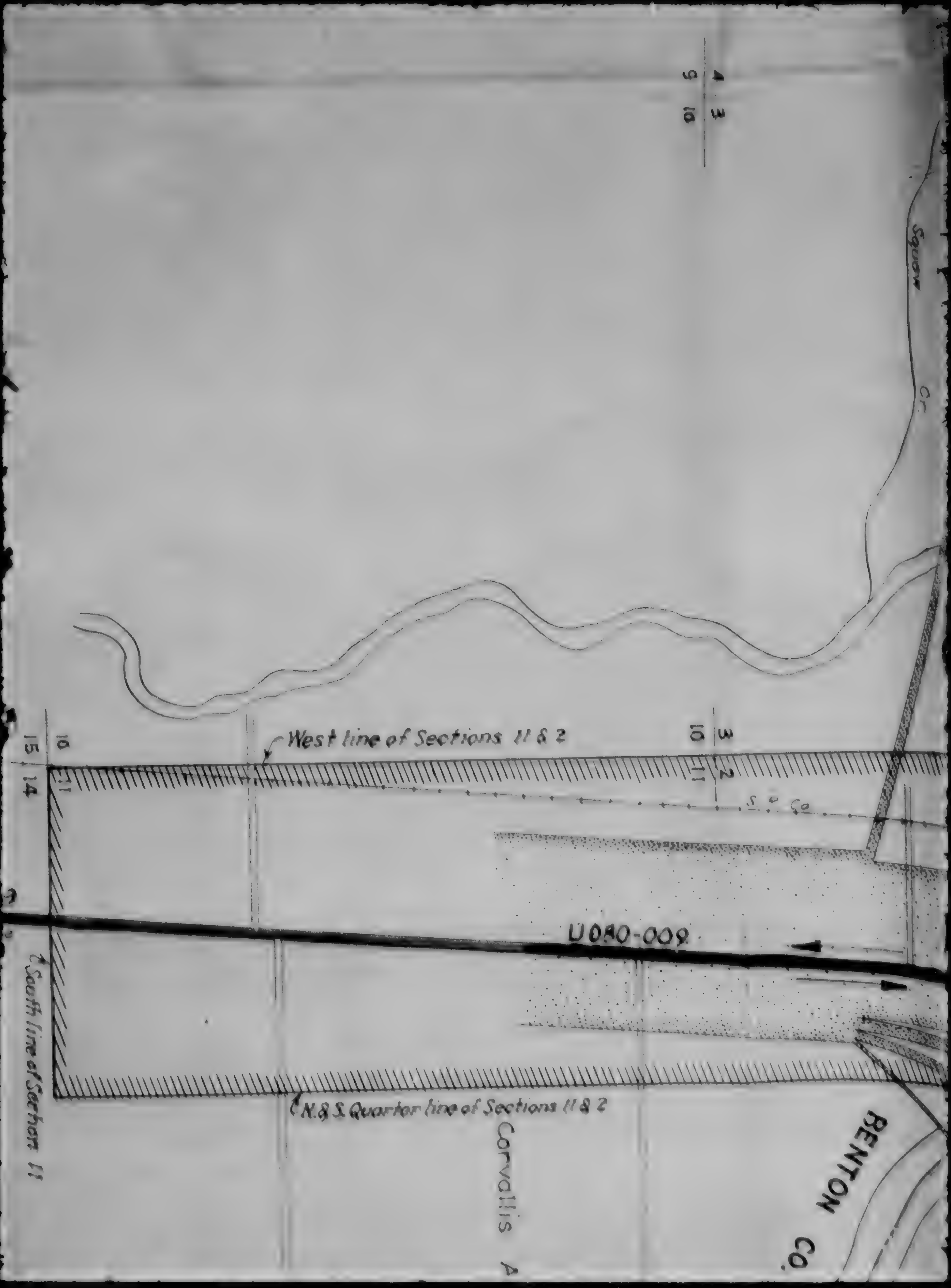
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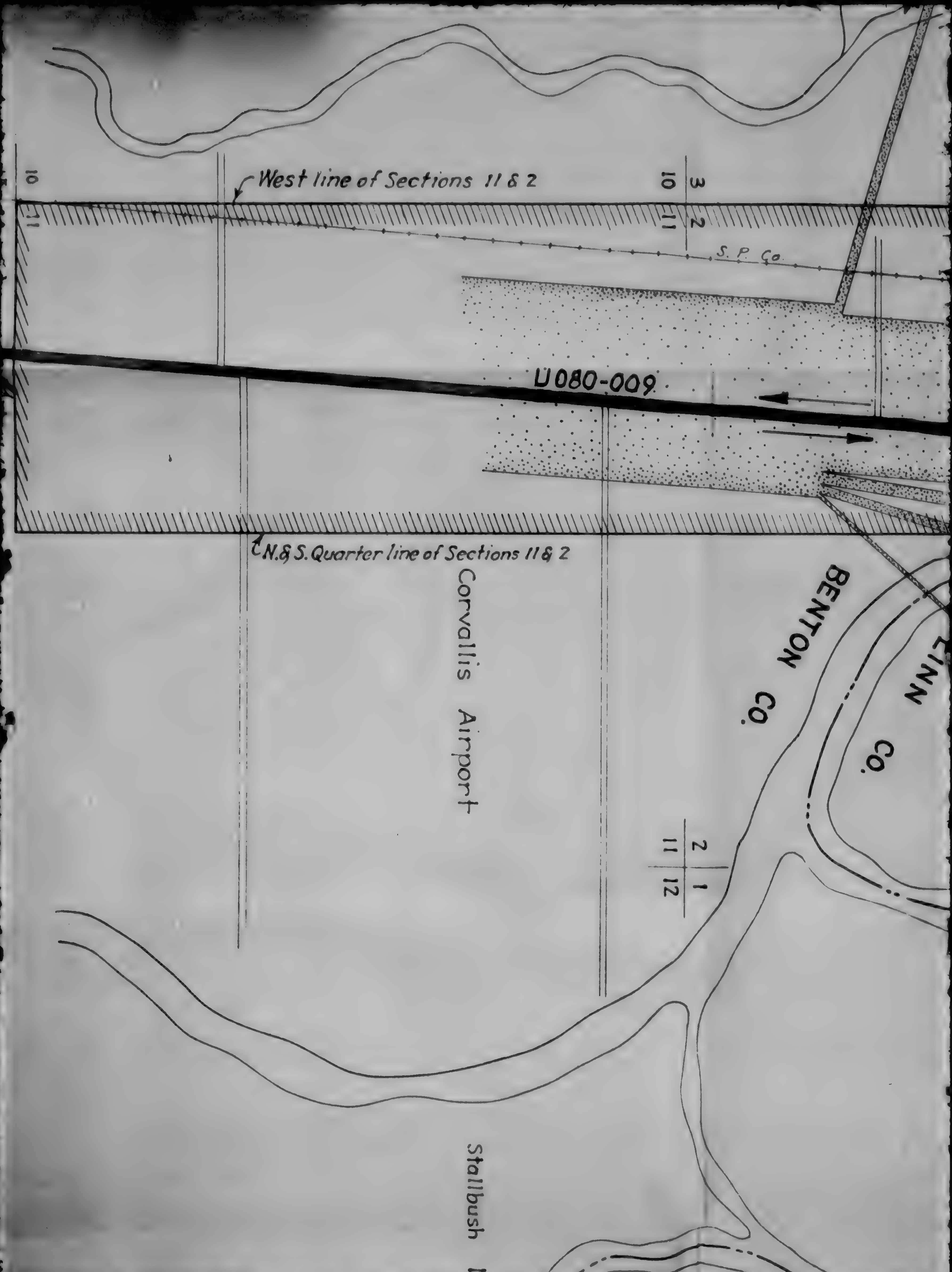
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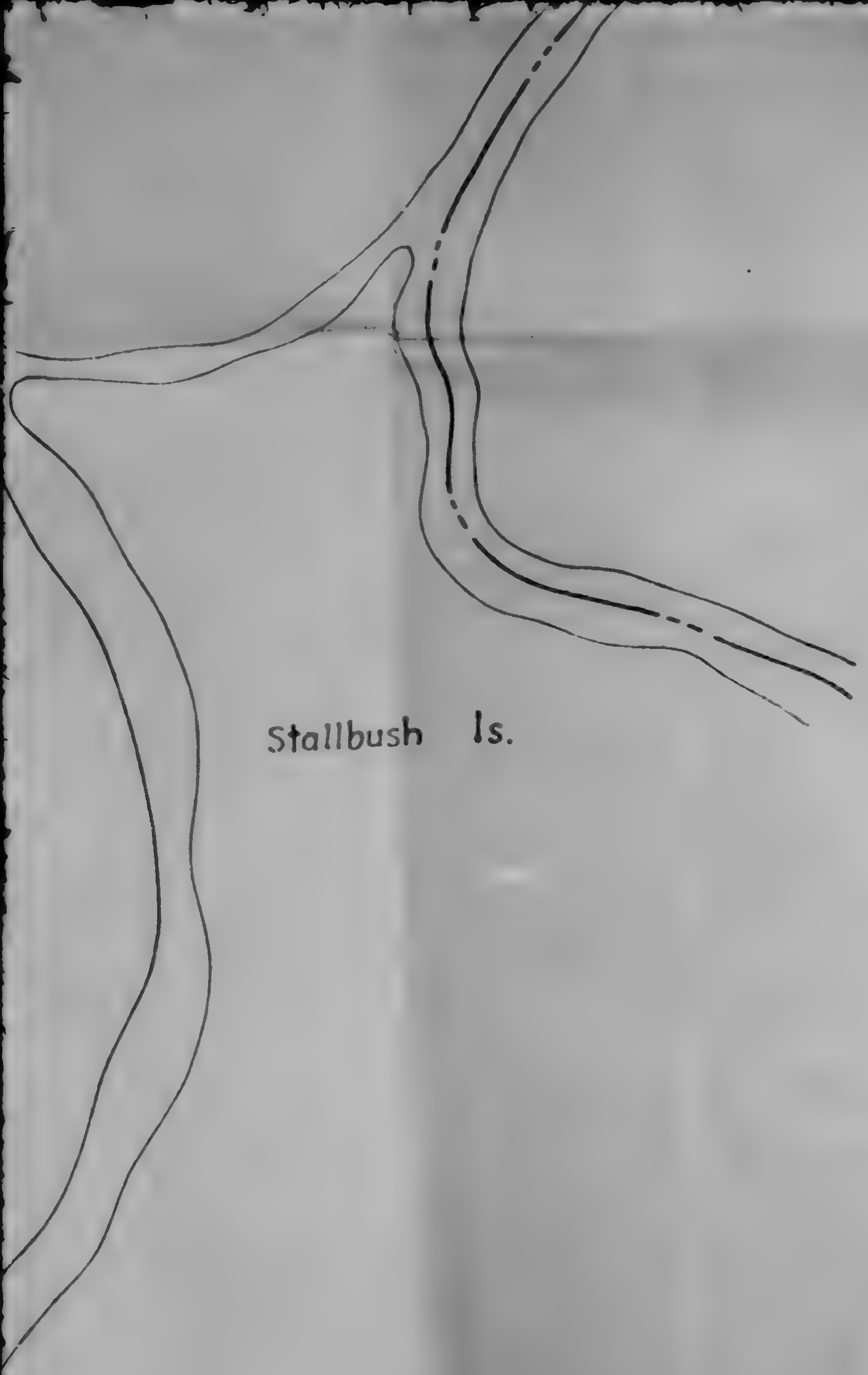

LEGEND

▬ Federal Aid Urban Route

═ Federal Aid Secondary Route

░ Principal Travel Desire Lines (Scale: 1" = 3000 Vehicles)

—·— Corporate Limits

▨ Urban Area Boundary

Population 16,207 (1950 Census)

MILEAGE TABLE

Route Number	Mileage Within Urban Area	Mileage of Previously Existing Route
U080-009	3.65	3.57
U080-010	0.55	1.32
U080-022	0.99	0.99
FAS-202	0.24	0.13

	Within Corporate Limits	Within Urban Area
All Streets-Total Mileage	42.40	47.40

S-140(1) Kellogg Cr. Br. Sec., Milwaukie-Gladstone Rd. (Oatfield Rd.) 1953
#3998

1953/1955

FAS 119 County Clackamas Contract No. 3998

Section Kellogg Creek

FAS 119

Form A-150 10M 3-54

INVOICE

Oregon State Highway Department

Salem, Oregon

RECEIVED
DEC 13 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C.

Clackamas County
Oregon City, Oregon

Contract 3998
S-140(1)

Invoice No.	37066
Date	December 10, 1954
Your Req. No.	
Billing Request No.	cc-119
Credit distribution:	503-1045-297

Final billing for county share of total costs of Kellogg Creek Bridge county FAS project in Clackamas County. Covered by agreement dated June, 1953, which provides county will pay 50% of difference between total costs and federal funds. Total county share = $12,234.52.

Original advance deposit	13,600.00	
Partial transfer (cc-58)	12,000.00	
Balance in advance deposit		1,600.00
County share total costs, per attached statement	12,234.52	
Paid by prior partial transfer	12,000.00	
Balance Due		234.52
To be refunded		$1,365.48

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By .... G. R. Winchcomb

NOTED
J. F. HA

[redacted]

FAS 119 County Clackamas Contract No. [illegible]

Section [illegible]

Location [illegible]

[illegible]

FAS_

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FAS 119

NOTED
Harold C. Ayers

December 9, 1954

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. W. CATTRALL

NOTED
V. R [illegible]

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs on the Kellogg Bridge Section of FAS 119 are now available and it has been determined that the agreed County share of these costs is $12,234.52 as shown on the attached cost statement. As the County initially deposited $13,600 a refund of $1,365.48 will be made within the next week or ten days. This refund will be by means of a check from our Accounting Division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS
KELLOGG CREEK BRIDGE, FAS [illegible]
CONTRACT NO. 3[illegible]
CLACKAMAS COUNTY
December 3, 19[illegible]

PAYMENTS TO CONTRACTOR

Item	Quantity		[illegible]	Total
1. Embankment in place	716.4	c.y.	$ 1.00	$ 716.[illegible]
2. 12" corrugated metal pipe	132	l.f.	3.25	[illegible]
3. 3/4"-0" gravel in base	273	c.y.	[illegible]	778.0[illegible]
4. 3/4"-0" gravel in base and shoulders	123	c.y.	3.20	3[illegible]
5. Sprinkling	5	M/gal.	4.[illegible]0	[illegible]
6. Class B asphaltic concrete	307.58	tons	7.55	2,322.23
7. Remove old structure		All	[illegible]	2,[illegible]
8. Structural excavation	478.1	c.y.	[illegible]	[illegible],3[illegible]
9. Excavation below elevation shown	5.3[illegible]	c.y.	[illegible]	107.2[illegible]
10. Class A concrete	554.37	c.y.	[illegible]	33,2[illegible].20
11. Metal reinforcement	110,267	lb.	[illegible]	11,[illegible].70
12. Metal rail	3[illegible]	l.[illegible]	12.[illegible]	3,[illegible]
F.A. #1 - Cement adjustment	42.7	bbl.	3.[illegible]	143.[illegible]
F.A. #2 - Concrete catch basins	2	each	125.00	25[illegible]
8" concrete sewer pipe	77	l.f.	2.50	1[illegible].5[illegible]
F.A. #3 - Revise water lines		All	[illegible]	[illegible]
E.W.O. #1 - Construct drainage ditches				111.72

Subtotal . . . $58,887.0[illegible]

Furnish Curb Reflectors . . . . [illegible]

Construction Engineering . . . . 4,5[illegible]

Total Construction Costs . . . $63,415.03

FEDERAL FUNDS COLLECTED FOR PROJECT . . . $38,946.00

AGREED COUNTY SHARE OF TOTAL COSTS:
50% of difference between total costs and Federal Funds:
($63,415.03-$38,946.00) x 1/2 = $12,234.52

County Advance Deposit	$13,[illegible]
Less County share total cost	12,234.52
REFUND DUE CLACKAMAS COUNTY	$ 1,3[illegible].48

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 24, 1954

S-14 [illegible] (CONTRACT NO.) [illegible]	(EST. NO.)	(CONTRACTOR)	
3998	7-final	BIRKEMEIER & SAREMAL	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16779	R-101932	$ 4,605.79	8/20/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: **Dec. 31, 1953**

Time Extensions: **to June 1, 1954 without penalty**

Completion Date: **June 1, 1954**

Date Accepted: **June 23, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **8-25-54**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AUG [illegible] 1954

RECEIVED

FOR FILING

5-11-(1)

[illegible]

July 29, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3998 for work performed on the Kellogg Creek Bridge Section of the Milwaukie-Gladstone Road in Clackamas County was completed by the contractor, Birkemeier & aremal, on June 1 and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $4,605.79 will be released to the contractor on or after August 9, 1954. The total contract amount is $58,887.65, of which amount $111.22 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-29-54

RECEIVED
FEB 5 - 1954
FOR FILING

11(4)

3718

February 4, 1954

Birkemeier & Karemal
301 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 31, 1954, had under discussion your request for an extension of time from December 31, 1953 to June 1, 1954 within which to complete your contract No. 3[illegible], covering the Kellogg Creek Bridge Section on the Milwaukie-Gladstone Road in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible]

Secretary

gl

cc: [illegible]. Walton
Division Engineer

John [illegible]etty,
Resident Engineer

[illegible]. Paxson,
Assistant State Highway Engineer

RECEIVED
FOR FILING

[illegible]

3998

January 19, 1954

Request for extension of time
No. 16
January 21 and 22 meeting

Oregon State Highway Commission

Gentlemen:

Re: Kellogg Creek Bridge Section
Contract No. 3998

Birkemeier and Pereval, contractors for the Kellogg Creek Bridge Section on the Milwaukie-Gladstone County Road in Clackamas County, have requested an extension of time to June 1, 1954, in which to complete the work on this contract. The specified completion date in the contract is December 31, 1953.

This bridge was opened to traffic December 24, 1953, and all work has been completed with the exception of paving the approach embankments, a minor amount of clean-up work, and finishing concrete surfaces. The contractors were given an order about the first of December to postpone the placing of the asphaltic concrete pavement until the arrival of suitable weather in the spring of 1954. There is no inconvenience to the traveling public and no additional expense to the State.

It is recommended that the extension be granted without penalty to the contractor. Attached hereto is a copy of the concurrence of the Bureau of Public Roads in this time extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encls.

PMS/ds

CPR8

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary

Project No. S-140(1)

5-14 (1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

3998

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 10th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-one thousand, one hundred and 00/100 (41,100.00) dollars ($~~41,000.00~~) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Clackamas County with the Highway Department.
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station -(0+30) and survey station 5+00, all in the SW 1/4, Section 36, T. 1 S., R. 1 E., W.M., without exception,

, length 0.100 miles, in Clackamas County, being Oregon Federal Aid / Secondary project No. S-140(1), consisting of 0.071 miles of roadway and one bridges of more than 20 feet clear span, 0.029 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-one thousand, one hundred and 00/100 dollars ($41,100.00), which does not exceed the authorized Federal pro rata share of sixty-six thousand, three hundred two and 50/100 dollars ($66,302.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing Chapter 529, Laws 1939. funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-4

RECEIVED
SEP 23 1953
DIVISION 8

SEP 25 1953
DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. S-140 (1)

KELLOGG CREEK BRIDGE SECTION
OF THE MILWAUKIE-GLADSTONE ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1953

Type Code 6201
Roadway (Sta. -0/30 to Sta. 5/00) (Contract No. 1998)

1,300	cu. yds.	Embankment in Place	$ 1.00	$ 1,300.00
70	lin. ft.	12-inch Corrugated Metal Pipe	3.25	227.50
440	cu. yds.	3" - 0 Gravel in Base	2.85	1,254.00
140	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	3.20	448.00
12	M-gals.	Sprinkling	4.00	48.00
210	cu. yds.	Class "B" Asphaltic Concrete	7.55	1,585.50
80	cu. yds.	Structural Excavation	5.00	400.00
5	cu. yds.	Structural Excavation Below Elevation Shown	20.00	100.00
60	cu. yds.	Class "A" Concrete	60.00	3,600.00
9,000	lbs.	Metal Reinforcement	0.10	900.00
			Subtotal	$ 9,863.00
			10% Engr. & Cont.	986.30
			Total	$10,849.30

Type Code X021
Kellogg Creek Bridge (Sta. 2/09.5 to Sta. 3/65.5) (Contract No. 1998)

All Required		Remove Old Structures		$ 2,000.00
520	cu. yds.	Structural Excavation	$ 5.00	2,600.00
5	cu. yds.	Structural Excavation Below Elevation Shown	20.00	100.00
510	cu. yds.	Class "A" Concrete	60.00	30,600.00
112,000	lbs.	Metal Reinforcement	0.10	11,200.00
326	lin. ft.	Metal Rail	12.00	3,912.00
			Subtotal	$50,412.00
			10% Engr. & Cont.	5,041.20
			Total	$55,453.20

Length of Roadway	0.071 mile
Length of Structure	0.029 mile
Total Length	0.100 mile
Cost per Mile, Roadway	$663,025.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$10,849.30	$ 6,725.00	$ 2,062.15	$ 2,062.15
Structure	55,453.20	34,375.00	10,539.10	10,539.10
	$66,302.50	$41,100.00	$12,601.25	$12,601.25

State Funds for Constr.: Chap. 275, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-140 (1)

KELLOGG CREEK BRIDGE SECTION
OF THE MILWAUKIE-GLADSTONE ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 11, 1953

Type Code 6201
Roadway (Sta. -0+30 to Sta. 5+00)

1,300	cu. yds.	Embankment in Place	$ 1.50	$ 1,950.00
70	lin. ft.	12-inch Corrugated Metal Pipe	3.50	245.00
440	cu. yds.	3" - 0 Gravel in Base	2.50	1,100.00
140	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	3.25	455.00
12	M-gals.	Sprinkling	3.50	42.00
210	cu. yds.	Class "B" Asphaltic Concrete	10.00	2,100.00
80	cu. yds.	Structural Excavation	5.00	400.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
60	cu. yds.	Class "A" Concrete	68.00	4,080.00
9,000	lbs.	Metal Reinforcement	0.11	990.00
			Subtotal	$11,412.00
			10% Engr. & Cont.	1,141.20
			Total	$12,553.20

Type Code X021
Kellogg Creek Bridge (Sta. 2+09.5 to Sta. 3+65.5)

All Required		Remove Old Structures		$ 2,000.00
520	cu. yds.	Structural Excavation	$ 5.00	2,600.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
510	cu. yds.	Class "A" Concrete	68.00	34,680.00
112,000	lbs.	Metal Reinforcement	0.11	12,320.00
326	lin. ft.	Metal Rail	12.00	3,912.00
			Subtotal	$55,562.00
			10% Engr. & Cont.	5,556.20
			Total	$61,118.20

Length of Roadway	0.071 mile
Length of Structure	0.029 mile
Total Length	0.100 mile
Cost per Mile, Roadway	$176,805.63

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$12,553.20	$ 7,668.00	$ 2,442.60	$ 2,442.60
Structure	61,118.20	37,332.00	11,893.10	11,893.10
	$73,671.40	$45,000.00	$14,335.70	$14,335.70

KELLOGG CR. BRIDGE SEC.

Milwaukie - Gladstone Rd. (Oatfield Rd.)

Clackamas County

	UNIT	Bid Quan.	Unit Price	Amount
1. Embankment in Place	Cu. yd.	1300	1^{50}	1950^{00}
2. 12-inch Corrugated Metal Pipe	Lin. Ft.	70	3^{50}	245^{00}
3. 3"-0 Gravel in Base	Cu. yd.	440	2^{50}	1100^{00}
4. 3/4"-0 Gravel in Base & Shoulders	Cu. yd.	140	3^{25}	455^{00}
5. Sprinkling	M-Gal.	12	3^{50}	42^{00}
6. Class "B" Asphaltic Concrete	Ton.	210	10^{00}	2100^{00}
7. Remove Old Structures	All	All	—	$2,000^{00}$
8. Structural Excavation	Cu. yd.	600	5^{00}	$3,000^{00}$
9. Excavation Below Elev. Shown	Cu. yd.	10	10^{00}	100^{00}
10. Class "A" Concrete	Cu. yd.	570	68^{00}	$38,760^{00}$
11. Metal Reinforcement	Lb.	121,000	0.11	$13,310^{00}$
12. Metal Rail	Lin. Ft.	326	12^{00}	$3,912^{00}$
				$66,974^{00}$

+ Engr. & Cont. 12½% $8,371^{75}$

Total \$ $75,345^{75}$

RECEIVED
AUG 25 1953
FOR FILING

S-140(1)

3998

August 24, 1953

Birkemeier & Saremal
301 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3998 awarded to you by the State Highway Commission, for construction of bridge, grading and paving on the Kellogg Creek Bridge Section of the Milwaukie-Gladstone Road in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Salem, Oregon
July 28, 1953

NOTED
J. W. CATTRALL

Mr. Earl Saling
Right of Way Department

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Herewith a copy of an option granted Clackamas County by J. H. and Hazel A. Crosby for the Kellogg Creek Bridge project in Clackamas County.

This clears all of the right of way for this project.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Encl.

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 5291

COUNTY OF CLACKAMAS
COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

J. W. CATTRALL NOTED

July 25, 1953

John Catrall
State Highway Department
Salem, Oregon

Dear Mr. Catrall:

Enclosed you will find a copy of the Real Estate Option granted Clackamas County by J. H. and Hazel A. Crosby.

Filed with Clackamas County is a partial mortgage release granted by First Federal Savings and Loan Association of Portland covering the described property within the option.

These papers now give Clackamas County full authority over all right-of-way needed to construct the Kellogg Creek Bridge on Market Road No. 34, located in Section 36, Township 1 South, Range 1 East, of the Willamette Meridian.

It is the wish of the Clackamas County Court that the project be started and completed at the earliest possible date.

Thank you kindly for your assistance in this matter.

Yours very truly,

Stan Skoko
STAN SKOKO
County Commissioner

Encl. /

RECEIVED
[illegible] 1953
ENGINEER [illegible]

RECEIVED
JUL 27 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

Salem, Oregon
July 21, 1953

NOTED
Harold C. Ayers

Mr. G. S. Paxson
Bridge Engineer

NOTED

This is to advise that Clackamas County has made an advance deposit in the amount of $13,600 and also obtained all required right of way in connection with the Kellogg Bridge FAS project. This job is clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: W. C. Williams
S. H. Probert

RECEIVED
JUL 28 1953
FOR FILING

files

AGENDA
AUG 6 '53

4a

July 27, 1953

Birkemeier & [illegible]
301 Lewis Building
Portland, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953, accepted your proposal to construct a reinforced concrete bridge and retaining wall on the Kellogg Creek Bridge Section of the Milwaukie-Gladstone Road (Oatfield Road) in Clackamas County for the sum of $[illegible]0,275.00, and on the same day awarded Contract No. [illegible] to you subject to concurrence from the Bureau of Public Roads and provisions made by Clackamas County for the deposit of $12,600 which is said County's share of the cost.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms telephonic notice of award to you of this afternoon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. [illegible] Franzen
[illegible] G. Smith
S. E. Probert
G. S. Paxson
Goldie Lewis

RECEIVED

FOR FILING

FORM E-30 25M 9-51 85219

S-190(1)
S-195

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July ~~21~~, 1953
27

SUBJECT:

To: Mr. G. S. Paxson
Bridge Engineer

This is to advise that Clackamas County has made an advance deposit in the amount of $13,600 and also obtained all required right of way in connection with the Kellogg Bridge FAS project. This job is clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM

cc: W. C. Williams
S. H. Probert

RECEIVED FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-140(1)

3998

July 27, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project S-140(1), Kellogg Bridge Section of the Milwaukie-Gladstone County Road, we hereby concur as of this date in award of Contract No. 3998 to Birkemeier and Saremal of Portland, Oregon, low bidder in the amount of $60,275.00 at the June 26, 1953 bid opening.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
JUL 1953
FOR FILING

5-110(1)
3998

5-740(1)

file

MISC. CONTRACTS and
AGREEMENTS No. 1116

Salem, Oregon
July 3, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three fully executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Clackamas County covering the Kellogg Bridge Section of the Milwaukie-Gladstone County Road, FAS 119.

The original of each agreement has been retained in this office for the Commission's files and one executed copy of each has been sent to the County Court of Clackamas County.

Yours very truly,

Secretary

rn
Attach: 6

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Clackamas, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 0.1 miles of the Milwaukie-Gladstone Road, FAS/119, ~~highway~~ from highway engineer's survey station -0+30 southerly

to highway engineer's survey station 5+00

known as Kellog Creek Bridge Section, and to be designated as Oregon Project No. S-140(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 15th day of June, 1953, and the Highway Department on the 26th day of June, 19[illegible].

COUNTY OF CLACKAMAS	OREGON STATE HIGHWAY COMMISSION
By Wallace R. Telford County Judge	/s/ By [illegible] Chandler As Chairman
By County Commissioner	By As Commissioner
By County Commissioner	/s/ By [illegible] McIver As Commissioner
ATTEST: Guy H. Pace County Clerk	/s/ ATTEST: [illegible] Glaisyer Secretary
By [illegible] Deputy	RECOMMENDED FOR APPROVAL /s/ [illegible] Williams Assistant State Highway Engineer

Form cc-30
Page 2

Oregon Project S-140(1)
FAS 119
Court Order # 1548

RESOLUTION

WHEREAS, a County Road in **Clackamas** County, State of Oregon, known as the **Milwaukie-Gladstone** County Road, is routed through the County of **Clackamas**, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and **Clackamas** County, the section adopted for improvement being more particularly described as follows; to wit:

The Kellog Bridge Section from highway engineer's survey station -0+30 southerly to highway engineer's survey station 5+00, a distance of 0.1 mile.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of **Clackamas** will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of **Clackamas**

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the **Milwaukie-Gladstone** County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of **Clackamas** County, Oregon, this 15th day of June, 19 53.

Attest:

Guy H. Page
County Clerk

Allen,
Dep.

By Wallace R. Telford
County Judge

By
County Commissioner

By Bob Jones
County Commissioner

Form cc-12
Page 2

RECEIVED
JUL 6 1953
FOR FILING

Court
Fed. Aid
Prog & Proj
S. 140(1)

July 3, 1953

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clackamas County one fully executed copy each of a Maintenance Agreement and a Finance Agreement between the State Highway Commission and Clackamas County covering the Kellogg Bridge Section of the Milwaukie-Gladstone County Road, FAS 119.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

June 30, 1953

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On June 26th the Highway Commission received a satisfactory bid from Berkemeier & Seremal of Portland for construction of the Kellogg Bridge and approaches on FAS 119. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Bid Items	$60,275.00
12-1/2% Engineering and Contingencies	7,534.38
Estimated Total Cost	$67,809.38
Advance Deposit of 20%	$13,600.00

Please make this deposit by means of a warrant or check in the amount of $13,600 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Phone Oregon

OURT
elford, Judge
Commissioner
Commissioner

COUNTY OF CLACKAMAS
COUNTY COURT
COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

June 27, 1953

NOTED

Mr. John W. Cattrall, Engineer,
County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear John:

Herewith enclosed please find County Warrant No. V22517 in the amount of $13,600.00, this being the County's share of cost for the construction of the Federal and State Aid Kellogg Creek Bridge project located on Market Road No. 34 near Milwaukie, Oregon.

We are very pleased to get this bridge project started.

Sincerely,

CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

Commissioner

Commissioner

Warrant V22517 for $13,600.00
to Acctg Div 7-2-53
FQuery

WRT:mt
encl

RECEIVED
- 1953
ENGINEER

NOTED
J. F. HAGEMANN

RECEIVED
JUN 30 1953
FOR FILING

June 29, 1953

Birkemeier & Sareml
301 Lewis Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on June 26, 1953 accepted your bid in the amount of $60,275.00 for construction of a reinforced concrete deck girder bridge on the Kellogg Creek Bridge Section of the Milwaukie-Gladstone Road (Oatfield Road), in Clackamas County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and Clackamas County has made provisions for the deposit of $13,600.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: R. G. SMITH
S. H. Probert
G. S. Paxson
W. H. Franzen, [illegible]

RECEIVED FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 22, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The eighteenth supplemental program of Stage 2 projects dated May 12, 1953 to be financed cooperatively with Oregon Federal-aid Secondary Highway funds is approved effective June 5, 1953, with the exception of Item 215, Project S-140(1), which latter project has been approved effective June 10, 1953.

The following is quoted for your information from Acting Commissioner Hilts' June 5 airmail memorandum, file H-1.1 in the matter:

> "This supplemental program, as approved, contains 12 construction projects (Items 213, 214 and 216 to 225 inclusive), covering improvements on 37.2 miles of roadway and bridges, at a total estimated cost of $579,000, with Federal-aid secondary funds requested in the amount of $347,400.
>
> After approval of this submission, the records of this office show the State's unprogrammed balance of Federal-aid secondary funds to be $812,216.93.
>
> Your comment is noted with respect to Item 215, Project S-140(1), that this project appears to be located within a fringe area with urban characteristics. Program approval of this project is accordingly held in abeyance, in accordance with your recommendation, pending additional information to justify the use of secondary funds for this improvement, and your further recommendation.
>
> You recommend Items 220 and 222 with the understanding that the railway grade crossing within the limits of these projects will be protected in accordance with the provisions of General Administrative Memorandum No. 63. These projects are approved with that understanding.
>
> We note that the Federal funds requested for the projects in this submission, while in a substantial amount, are less than the pro rata. In view of this feature, it is expected that after award of contract or start of work no further Federal funds will be requested.

Division Engineer Lynch's comment is noted to the effect that the District review notes indicate that the design standards proposed in several cases are below the minimum recommended by the AASHO. Questions relative to design features should be resolved in the P. S. and E. stage as program approval carries no commitment with respect to such matters.

Your comment is noted that the projects in this submission have been selected in cooperation with appropriate local officials, while the District Engineer advises that they meet the criteria for approval of construction projects."

This letter will confirm our previous verbal notification relative the above program actions.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

FORM E-30 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Herewith three copies of a finance agreement signed by the Clackamas County Court covering the Kellogg Bridge Section of the Milwaukie-Gladstone County Road, FAS No. 119, in Clackamas County.

Inasmuch as you were not available at the time this standard form of agreement was made up and sent to the county, you will note that it lacks your signature of approval.

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Att.

Bids to be received 6-25-53

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Page 22
H B Glaisyer
Secretary J.Q.

RECEIVED
JUN 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 5291

COUNTY OF CLACKAMAS

COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
J. W. CATTRALL

June 16, 1953

NOTED
Harold C. Ayers

John W. Cattrall, Engineer
County and City Relations
State Highway Department
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear John:

Enclosed please find: Two copies of agreement covering financing, seven copies of maintenance agreement, and six copies of encroachment resolution covering the Kellogg Creek Bridge.

I hope you find them properly signed and all in order.

Sincerely yours,

Wallace R. Telford

Wallace R. Telford
County Judge

WRT/mp

RECEIVED
[illegible] 1953

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

June 12 1953

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering financing, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the Kellogg Bridge Section Federal Aid Secondary project on the Milwaukie-Gladstone County Road, FAS Highway 119, which will be up for bid on June 26th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachment on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than December 31, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolution, and return all copies of both agreements and six copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to June 19th.

If you have any questions on this matter, contact me or Mr. Hagemann, Assistant County-City Relations Engineer, at Salem 4-2171, Extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-140(1), Kellogg Creek Bridge Section of the Milwaukie-Gladstone Road, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending certification that all necessary rights of way or rights of entry have been acquired.

It is suggested that consideration be given, during construction, to widening the inside of the 62° curve south of the bridge. The 15' lane on the left at the bridge could apparently be continued on around the curve and tapered to 12' at the end of the project.

Please furnish the usual copies of county maintenance and encroachment resolutions prior to the project agreement stage.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUN 19 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

June 5, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

In justification of the expenditure of F.A.S. funds on the Kellogg Creek Bridge Project on the Milwaukie-Gladstone County Road in Clackamas County, Project S-140 (1), we offer the following:

1. The project is not within the limits of the Portland Urban Area as established for the City of Portland and its environs by the 1950 U. S. Census. It borders that urban area but it is not within it.

2. The F.A.S. Highway, Milwaukie to Gladstone, is, in main, outside of the urban area. A small part of it is within the urban area and a somewhat larger part borders on the area, but in major part the highway is outside the area.

3. The traffic served by the project (1,400 ADT) originates in almost its entirety in a rural area; approximately 400 ADT, in the rural area served by the Milwaukie-Gladstone Road, and approximately 1,000 in the rural area served by roads further east which feed into the Milwaukie-Gladstone Road at a point immediately south of the project. These facts are borne out by traffic counts which show that all but 5% of the 1,400 ADT carried by the project come to the project from the roads which feed in immediately south of the project.

4. Extension of the Milwaukie Urban Area to include the project is not considered justifiable due to the fact that the development is largely of the shoestring type. That the area is not included in the Census Bureau designation of urban area is an indication also that inclusion of the area in the federal-aid urban area is not warranted.

5. The route is not a potential addition to the primary urban system for the reason that it is in too close proximity to other and more important traffic arteries.

To show the extent of the development in the area served and the relative position of the project and the road to other roads in the area, we are sending under separate cover lately revised copies of the two sheets of the Planning Survey sectional map of Clackamas County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

RECEIVED
1953
FOR FILING

June 5, 1953

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Kellogg Creek Bridge Project on the Milwaukie-Gladstone County Road in Clackamas County, Project S-140 (1), and to your oral advice to the effect that action on the programming of this project has been deferred pending investigation of the eligibility of the project for federal-aid, due to urban characteristics of the development along the road.

As both the county and the state are anxious to have this project placed under contract at once, while there is still time to get enough of the work done during summer months to enable completion by midwinter, both are very much disappointed by the action taken. Both feel, also, that the action is unwarranted; that the project will be released later; and that therefore the only result the action will have will be to delay completion of the project for some six or eight months. Both, therefore, urge you, as District Engineer for the Bureau of Public Roads, to endeavor to get immediate decision on the eligibility of the project and to get program acceptance of the project in time to permit the running of the advertisement for bids on June 10.

If the development along the Milwaukie-Gladstone Road is such that the road is not eligible for improvement with Secondary Funds, this situation should have been made known to us at the time the road was made a part of the Secondary System rather than now when surveys and designs for construction are completed.

Roadside development on the Milwaukie-Gladstone Road is no more nearly urban than is that on Barnes Road in Washington County on which improvement with secondary funds is already under contract. We have at no time been advised that development of this nature would stand in the way of the use of secondary funds on approved secondary highways.

We feel strongly that because no instructions have been issued in regard to the effect that urban development may have on the approval of secondary projects, the deferment action on the Kellogg Creek Bridge Project should be rescinded and we should be permitted to go ahead with our call for bids as planned.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 5, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. Robert

Dear Sir:

Our Western Headquarters has recommended deferral of Item 215, Supplement No. 18, Federal-aid Secondary Highway Program Project S-140(1), Kellogg Bridge Section in Clackamas County pending receipt of further supporting information.

This project is located adjacent to the Milwaukie urban area in a suburban area having urban characteristics. It is not clear from the map detail provided with the program whether the project is included in the urbanized area as established by the Bureau of Census as shown on the urbanized area map for the Portland vicinity in the 1950 census pamphlet for Oregon.

Additional information is needed to justify the expenditure of FAS funds in this fringe area. The submission should include (1) information as to the physical limits of the closely built up area; (2) why the urban area should not or could not be extended; (3) why the route is not a potential addition to the primary urban system; and (4) whether the route provides any significant traffic service to rural residents outside the closely built up area. A sectional map with culture similar to that available on supplemental sheet 1C (preliminary) of the redrawn Clackamas County general highway series maps on which the urbanized area established by the Bureau of Census for the Portland vicinity could be indicated would be of value.

Acting Commissioner Hilts has previously commented on a similar situation in another State that "while the location of a project with respect to approved urban area boundaries, is fixed under Section 1 of the 1944 Act, is the whole consideration with respect to the limits within which urban funds may be used, it is only one important factor among others in following the intent of Congress for the use of Federal-aid secondary funds. In urban fringe areas or in unincorporated urban places of over 5000 population the actual physical limits of closely built-up area are a more important consideration than the urban boundaries fixed under Section 1 of the 1944 Act, and more than jurisdictional boundaries.

The factors which enter into the consideration of such projects for approval are: the Federal-Aid Highway Act of 1950, including the House Conference Report on that Act, and our General Administrative Memorandum No. 336 (Revised), all stressing the intent of Congress for added emphasis in the secondary program on: (a) construction of local rural roads; (b) local participation in the selection and planning of projects; (c) avoidance of high-cost high specification urban-type projects; and (d) spreading the benefits as widely as possible with preference being given to strictly rural projects; and the provisions of Section 1 of the 1944 Act, which states in part that 'the boundaries of urban areas as defined herein, will be fixed by the Highway Department of each State, subject to the approval of the Bureau of Public Roads'."

Please provide us with additional supporting information of this nature if the State wishes reconsideration of the recommended deferment.

Very truly yours,

G G Polk

G. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
1953
OREGON
STATE HIGHWAY COMMISSION

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 5291

COUNTY OF CLACKAMAS
COUNTY COURT

COUNTY COURT HOUSE · OREGON CITY, OREGON

NOTED
J. W. CATTRALL

June 3, 1953

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Mr. John W. Cattral, Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This is to advise you that the Clackamas County Court approves of the plans for the construction of the new bridge across Kellog Creek located on Market Road No. 37 in Section 36, T.1.S., R. 1 E., to be more specific the plans presented by you for inspection by the County Court June 3, 1953.

Clackamas County Court respectfully requests that you advise the Court immediately of the amount of additional right-of-way necessary for the realignment of the South approach to the afore mentioned bridge.

This is in order to expedite the contract of the bridge and to place the releasing of the contract for the same at the earliest possible date in order that the bridge can be completed during the summer of 1953.

Very truly yours,

Wallace R. Telford
Judge

Commissioner

Commissioner

SS:dea

73.119

RECEIVED
1953
FOR FILING

OREGON DISTRICT
[illegible]
Fed. Aid
Oreg. Proj.
S-140(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 2, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your May 27 memorandum regarding the proposed basis of payment for embankment materials on Oregon Project S-140(1), Kellogg Bridge on the Milwaukie-Gladstone Road.

In view of the small quantity of embankment involved (approximately 1250 cu. yds.) and since, as you have stated, the materials may be taken from the riverbed where measurement in original position is impractical, we will approve payment on an "embankment in place" measurement basis.

Our approval of this method of payment will be with the understanding that payment is to be made for embankment quantities computed from neat roadbed sections, as staked to roadway grade, without special provision for shrinkage or settlement.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
[illegible] COMMISSION

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MAY 29 1953
FOR FILING

Const
Fed. Aid
[illegible]

S-140(1)

May 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Kellogg Bridge Project, S-140 (1), on the Milwaukie-Gladstone County Road in Clackamas County.

As materials for embankment construction (about 1,250 yards) are not available from the road right of way, we propose to require the contractor to furnish the materials from a source or sources of his own choosing. On this account and because of the fact that the materials may be taken from the river bed, we consider it advisable to pay for the materials on an "embankment in place" measurement basis.

May we have your approval of this arrangement.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

ECEIVED
MAY 29 1953
FOR FILING

3794

S-140(6)

May 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

This is to advise that we will conform to your request under date of May 25 for furnishing advance information covering standards proposed for any county federal-aid projects that are lower than the A.A.S.H.O. recommendations.

I wish to take the occasion, however, to caution you to be realistic in your evaluation of these standards and consider that the A.A.S.H.O. recommendations were established as desirable, not mandatory. I have been a member of the Committee on Design Policies since its inception, and that has always been the understanding of the committee members, but objections have been made from time to time to the tendency of the Bureau to arbitrarily require the use of these standards.

Since I am also a member of the Legislative Subcommittee of the Executive Committee of the American Association of State Highway Officials and have occasion to appear before the Congress from time to time, I know that the criticism is constantly being made by counties and by various farm organizations that the Bureau is requiring too high a standard on secondary roads. I believe that the only way to avoid these criticisms is to be realistic and not to require standards which are strongly opposed by the county authorities unless there are warrants for their adoption which can be defended.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:ni

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with your last contract letting, this office was subjected to considerable criticism for recommending approval of P. S. and E. submissions involving low standards, particularly widths, on several County Federal-aid projects. In the future, therefore, it is requested that we be furnished advance information covering standards proposed for any project that are lower than the A.A.S.H.O. recommendations.

A case in point is the Kellogg Creek Bridge and approaches, Project S-140(1), which we understand involves steep grades, very sharp curvature and narrow right of way on the roadway portions. At your earliest convenience, please furnish information on these standards, preferably in map form.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

NOTED
Harold C. Ayers

January 30, 1953

Clackamas County Court

Oregon City, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the projects in Clackamas County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Milwaukie and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Clackamas County, this will be approximately $31,600 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

NOTED
J. W. CATTRALL

JFH:MM
Att.

Hwy 119

CLACKAMAS COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $158,000
1955 - $157,000

PROPOSED PROJECTS:

1954 - FAS 119✓, Kellogg Creek Bridge and approaches. Estimated costs of structure and approach work are $42,000 and $16,000 respectively.

FAS 129 from the Clackamas State Highway towards Boring as far as available funds ($100,000) will permit. This is estimated to be approximately 3 miles. Widen and resurface existing 16' bituminous pavement with 20' wide asphaltic concrete.

1955 - To be selected at a later date.

REMARKS: Replacement of the Kellogg Creek Bridge is the county's first priority. Any remaining funds should then be applied towards widening and resurfacing FAS 129 from the Clackamas State Highway to Boring, a distance of approximately 7 miles. It is presently estimated that $100,000 will be available for this project from the 1954 FAS fund which would reconstruct approximately 3 miles. As the balance of the mileage very likely will be programmed in 1955, the survey should, if possible, cover the entire section.

NOTED
J. W. CATTRALL

File Clack Co.
FAS 119

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1952

SUBJECT: Kellogg Creek Bridge 6056

To:

Mr. John Cattrall
City and County Relations Engineer
Office

Dear Sir:

Our estimate of the cost of building a bridge over Kellogg Creek, on a county road in Clackamas County which you are considering for inclusion in the Federal Aid Secondary Program, is $52,000--$42,000 for the bridge and $10,000 for approach embankments. This estimate is based on a concrete viaduct 145 feet in length with a 26-foot roadway and a 3'-6" sidewalk on each side.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

[illegible] 1952

NO[illegible]
J. F. [illegible]

COPY

Clackamas
FAS [illegible]

COUNTY OF CLACKAMAS

COUNTY COURT

County Court House Oregon City, Oregon

October 12, 1951

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayer

Oregon State Highway Commission
Salem Oregon

Gentlemen:

In your letter to us of October 3, 1951 you list, among other projects, Federal Aid projects **FAS-119**, Bridge over **Kellogg Creek**, **$50,000** and replying to you on October 4th we stated that we would wish to discuss with you the possibility of these funds being spent on projects we feel of greater importance to the road system in our county.

In no way, however, do we wish to retard or jeopardize the allocation of these funds to our county, but wish to submit for your consideration an alternate project which, in our judgment, will widen and improve three of our Market roads, No's. 14, 16 and 34.

We have now on hand two 61 foot steel railroad girders and enough cross beams for a bridge at Kellogg Creek. Our suggestion is that we build the bridge at Kellogg Creek with our steel according to state specifications and under your supervision and that the **$50,000** be diverted to a project on Market Roads #14, 16 and 34 for widening the road pavement 3 feet or 4 feet on each shoulder.

With your engineering help and supervision recently we built a similar type bridge over Clear Creek and we are of the opinion that with the steel we now have on hand which was purchased several years ago at a very low figure a saving can be made whereby the difference will be reflected in the widening and improvement of these three important Market Roads.

If the alternate project which we have suggested merits your approval and in no way jeopardizes the **$50,000** Federal Aid fund allocation to our county we will plan our future road and bridge work accordingly.

Sincerely,

/s/ Wallace R. Telford, Judge

______________________, Commissioner

/s/ Bob Jones, Commissioner

RECEIVED
OCT 18 1951
ENGINEER

WRT:rl
cc:4

COPY

COUNTY OF CLACKAMAS
COUNTY COURT

COUNTY COURT HOUSE
OREGON CITY, OREGON

October 4, 1951

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

COPY

Dear Mr. Baldock:

Attached is a copy of a letter given the Court this day by Mr. Cattrall. We have discussed the terms of the letter and are anxious to see the work started on Items 2 and 3, namely projects (FAS 120) and (FAS 140). We have asked for a hearing with the Highway Commission, which you have granted, to discuss the possibility of having the funds provided for the Kellogg Creek bridge spent on a project we feel more important to Clackamas County and on the system. We have stated our willingness to make whatever concessions necessary to receive this consideration and request. We do not wish to delay work on Items 2 and 3 by this request. For this reason and by this letter we are approving Items 2 and 3.

We are scheduled to appear at the Highway Commission October 12th and will see you there.

COPY

Respectfully,

/s/ Wallace R. Telford, Judge

______________________, Commissioner

/s/ Bob Jones, Commissioner.

Bj:rl
cc:4

NOTED
J. W. CATTRALL

October 3, 1951

Clackamas County Court

Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

The Federal Aid Highway Act of 1950 provides that projects to be constructed with Federal Aid Secondary funds shall be selected by "the state highway department and the appropriate local officials in cooperation with each other." The Oregon State Highway Commission has selected the following projects in Clackamas County for construction from the Federal Aid Secondary fund as indicated.

FEDERAL FISCAL YEAR 1953 FUND

1.	County Road (FAS 119) - Bridge over Kellog Creek	$ 50,000
2.	County Road (FAS 120) - Bridge over Tualatin River	100,000
3.	State Highway No. 171 (FAS 140) - Eagle Creek line change, 0.6 mile; grade, pave, and bridge over Eagle Creek - proj completed 10-15-52	225,000

If the Clackamas County Court concurs in the selection of the above projects, please indicate so by signing the second copy of this letter in the space provided and returning same to this office.

It would be appreciated if the Court will give this matter its immediate attention so that we may proceed with the surveys and preparation of plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

COUNTY COURT OF CLACKAMAS COUNTY

Date ____________________

____
Judge

____
Commissioner

____
Commissioner

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[illegible] [illegible] [illegible]-Colorado [illegible] 1973
[illegible] Prod. Proj. on the Colorado
[illegible] Riv.

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A. H. P. dock.

November 26, 1954

FINAL COST ANALYSIS

Powell Butte-Ochoco Reservoir
Contract #3999 7-8304
3999

Rogers Construction Co.
Alfred W. Bates, Resident Engineer

Ochoco Highway
Prefix 7-8304

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr. Cinder in S.P.	3,619.4	Cu. Yds.	$ 1.50	$0.987	$ 3,585.47	$ 5,429.10
1/2"-1/4" Cr. Cinder in S.P.	3,473.3	Cu. Yds.	1.50	0.987	3,441.24	5,209.95
1/4"-0 Cr. Cinder in S.P.	2,000	Cu. Yds.	1.50	0.987	1,987.09	3,000.00
1/4"-10 Cr. Cinder in S.P.	1,986	Cu. Yds.	1.50	0.987	1,929.27	2,979.00
3/4"-0 Cr. Cinder in S.P.	1,925.8	Cu. Yds.	1.40	0.987	1,913.85	2,696.12
Hauling Cr. Cinder, Pile Measure	6,502.3	Yd. Mi.	0.20	0.244	1,589.67	1,300.46
PA #1 Clearing & Level S.P. Site		All	500.00		570.90	500.00
Rejects in Stockpile	2,643.6	Cu. Yds.	0.25			660.90
					$15,017.49	$21,775.53

Gross Revenue	$21,775.53
Total Cost	15,017.49
Net Profit	$ 6,758.04

NOTED
State Highway Engineer

Net Profit equals 31.0% of Gross Revenue -

Detail of Cost

Labor:		
Labor & Supervision	$5,595.37	
Labor Insurance	363.01	$ 5,958.38
Equipment Rentals, Supplies & Misc.:		
Equipment Rentals (Owned)	5,223.50	
Gas, Oil & Grease	1,804.01	
PL & PD Insurance	64.35	
Freight & Cartage	1,026.25	
Small Tools & Misc., Supplies	208.90	
Bond	154.50	
Home Office & General Overhead	577.60	9,059.11
Total Cost		$15,017.49

Breakdown of Crushing Cost

	Quantity	Unit	Cost	Unit Cost
Stripping of Cinder Pit	13,005	Cu. Yds.	$ 1,184.25	$ .091
Move In and Set Up	13,005	Cu. Yds.	3,376.42	0.259
Load & Haul to Crusher	13,005	Cu. Yds.	2,343.34	0.18
Crushing	13,005	Cu. Yds.	5,047.83	0.388
Cost in Bunker	13,005	Cu. Yds.	$11,951.84	$0.918
Haul to Stockpile	13,005	Cu. Yds.	1,589.67	0.244
Stockpiling	13,005	Cu. Yds.	905.08	0.069
	13,005	Cu. Yds.	$14,446.59	$1.231
Less Revenue from Sale of Reject				-0.05
Actual Cost of Crushed Cinders in Stockpile				$1.181

The crushing plant operated 72 hours for an average production of 180.6 cu. yds. per hour.

Remarks:

This was a "State Project" calling for the crushing and stockpiling of approximately 13,000 cu. yds. of crushed cinders in stockpiles. The contract was awarded the low bidder, Rogers Construction Co., August 6, 1953.

On November 10, 1953, the contractor moved in a D-7 caterpillar and bulldozer with operator and one extra man, started stripping the cinder pit located 1.32 miles northwesterly from mile point 14.4 on the Ochoco Highway. On November 28, 1953, the contractor started moving a three-crusher plant ~~with~~ to the cinder pit. It took three days to setup crushing plant and four days working 2 shifts to crush out 13,005 cu. yds. of cinders. The plant was fed with 3/4-cu. yd. shovel and 2 6-cu. yd. dumptors. All crushed materials were hauled in 3 8-cu. yd. trucks to the stockpiles.

Having very high production on crushed cinders with good supervision and equipment, the contractor realized a large profit from this project.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

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OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 8, 1954

CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
999	2-final	Rogers Construction Inc.	
VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
953	B-86796	$ 653.27	2/4/54

r. H. B. Glaisyer:

he warrant listed above is in payment of the final estimate of the above described ontract. The warrant will be held in the Accounting Division until advised by you hat release is authorized.

ACCOUNTING DIVISION

---

pecified completion Date: Dec. 31, 1953

ime Extensions: None

ompletion Date: Dec. 5, 1953

ate Accepted: Jan. 21, 1954

enalties: None of record

laims: None of record

emarks:

---

ate: 2-9-54

o the Accounting Division:

elease of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

arrant Mailed: W. A. Wicklander

[illegible]

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FOR FILING

[illegible]

[illegible]

January 26, 1954

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway contract No. 3999 for work performed on the Powel Butte-Ochoco Reservoir on the Ochoco Highway in Crook County was completed by the contractor, Rogers Construction, Inc., on December 5, 1953, and was formally accepted by the Highway Commission on January 21, 1954.

Final payment in the amount of $653.27 will be released to the contractor on or after February 5, 1954. The total contract amount is $21,775.53, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds
cc: Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

NOTED ON CARD

1-26-54

RECEIVED
FOR FILING

1-8-54

3711

December 28, 1953

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Company on contract No. 3999, for rock production on the Powell Butte-Ochoco Reservoir Section of the Ochoco Highway in Crook County.

This payment, in the amount of $21,122.26, will be released to the contractor on or after January 7, 1954. The retained percentage is $653.27.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

12-28-53

Form E-1—10M—11-51

7-8304

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 5, 1953

Section Powell Butte-Ochoco Reservoir

Kind of work Rock Production

Highway Ochoco

Section prefix 7-8304

Contractor Rogers Construction, Inc.

Contract number 3999

Date of contract August 6, 1953

Date of completion December 31, 1953

Date work started November 10, 1953

Estimated date of completion December 11, 1953

Amount of contract $22,572.00

Per cent of time elapsed 83 %

Estimated cost of completed project, exclusive of engineering $ 22,500.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1,256.50, 73 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has been crushing all week and if his plant does not break down he will finish on Saturday.

The top of the pit had too many fines in it to be good crushing material but the contractor now has worked down about 25 feet and is in very good cinders.

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

NOTED

Signed Alfred M. Bates

Address Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			13,000		
Estimated quantities moved or placed to date			13,000		
Average daily quantities			2,100		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			30		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1..., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1..........

Compressors ...., Bulldozers .....2..., Sheep-foot rollers ...., Trucks ---3, Dumptors-----2............, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Partly-cloudy		
Monday	Rain		
Tuesday	Cloudy		
Wednesday	Partly-cloudy		
Thursday	Rain		
Friday	Cloudy		
Saturday			

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FOR FILING

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September 11, 1953

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3999, for rock production on the Powell Butte-Ochoco Reservoir Section of the Ochoco Highway in Crook County, awarded August 6, 1953.

Contract No. 4015, for oil mat surfacing on the Juniper Canyon Road Section of the Juniper Canyon Road in Umatilla County, awarded August 14, 1953.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encls.

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AUG 11 1953
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[illegible]

August 10, 1953

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission on August 6, 1953, awarded to you State Highway Contract No. 3999 for rock production on the Powell Butte-Ochoco Reservoir of the Ochoco Highway in Crook County. This award was based on your bid of $20,600 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc H. G. Smith
S. H. Probert
SLAC W. M. Franzwa

9-341½ Sisters Maintenance Building. 1973

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 18, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4099	3-final	R. H. JONES

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2673	R-87553	$13,284.60	2/16/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1953

Time Extensions: To Dec. 31, 1953 without penalty

Completion Date: Dec. 18, 1953

Date Accepted: Jan. 21, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB

NOTED ON CARD
2-19-54

[illegible]
FEB 8 - 1954
FOR FILING

[illegible]
[illegible]

February 5, 1954

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4000 for construction of the Sisters Maintenance Building in Deschutes County was completed by the contractor, R. H. Jones, on December 18, 1953 and was formally accepted by the Highway Commission on January 21, 1954.

Final payment in the amount of $13,284.60 will be released to the contractor on or after February 15, 1954. The total contract amount is $23,976.60 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

2-5-54

RECEIVED
FEB 8 - 1954
FOR FILING

9-3414

4000

February 4, 1954

Mr. [illegible] Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 21, 1954, had under discussion your request for an extension of time from November 30 to December 31, 1953 within which to complete your contract No. 4000, for construction of Sisters Maintenance Building in Deschutes County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necissarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:: Wm. F. Chandler,
Division Engineer

R. S. Moore,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
JAN 19 1954
FOR FILING

[illegible]

[illegible]

January [illegible], 1954

Oregon State Highway Commission

Request for extension of time
No. 15
January 21 and 22 meeting.

Gentlemen:

Re: Sisters Maintenance Building
Contract [illegible]

F. H. Jones, contractor for the construction of the maintenance building at Sisters, Oregon, has requested an extension of time from November 30, 1953 to December 31, 1953 in which to complete this contract.

All work was completed before the specified completion date with the exception of a small amount of clean up. State forces occupied the building during the first part of November. All work was completed on December [illegible], 1953.

It is recommended that the extension be granted without penalty to the contractor. This is a State project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS:gm
Encl.

RECEIVED
SEP 11 1953
FOR FILING

9-11

4000

September 10, 1953

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4000, for constructing Sisters Maintenance Building, Deschutes County, awarded August 6, 1953.

Contract No. 4006, for constructing Meacham Maintenance Building Addition in Umatilla County, awarded August 6, 1953.

Contract No. 4011, covering Umatilla River Bridge redecking on the Oregon-Washington Highway in Umatilla County, awarded August 7, 1953.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
AUG 11 1953
FOR FILING

9-3114

4

August 10, 1953

Mr. R. H. Jones
Rte. 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on August 6, 1953, awarded to you State Highway Contract No. 4000 for construction of the Sisters Maintenance Building in Deschutes County. This award was based on your bid of $23,860 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franza

RECEIVED
FOR FILING
1-3411
Sisters

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1953

SUBJECT: Proposed Sisters Maintenance Station

To:
Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

We have been advised by Mr. Chandler that he has received a special Use Permit from the Forest Service for the Sisters Maintenance site. He also has forwarded to us a copy of the plot plan showing the suggested location of the building, gas pumps, driveways, fences etc., which has been approved by Mr. R. W. Crawford, Supervisor of the Deschutes National Forest.

Mr. Chandler states that Mr. Johnston has staked the proposed building on the ground and contacted the forest ranger at Sisters on June 8 in regard to the removal of the trees that lie within the yard area. Mr. Crawford promised that the trees would be removed within a week or 10 days and Mr. Johnston will remove the stumps shortly thereafter.

It appears that everything will be in readiness for the contractor by the end of this month. We urge that, if possible, this building be placed under contract at the earliest possible date.

Very truly yours,

I. A. Dorrance
Assistant Maintenance Engineer

IAD:db
Encl.
cc- W. W. Stiffler

NOTED
W. W. STIFFLER

FORM E-80X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 8, 1953

SUBJECT: Sisters Maintenance Station

To:

Mr. I. A. DeFrance
Ass't. Maintenance Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In reply to your letter of June 4, please be advised that the Forest Service issued a Special Use Permit for the Sisters Maintenance Site on April 14. A copy of this permit was mailed to Mr. Smith's office on April 15.

We are enclosing a copy of the plot plan which was approved by Mr. R. W. Crawford, Supervisor of the Deschutes National Forest.

Mr. Johnston has staked the proposed buildings on the ground and is today contacting the Forest Ranger at Sisters in regards to removal of necessary trees. Mr. Crawford stated that the trees would undoubtedly be removed within a week or 10 days which should be ample time before the contract is let. We will notify you when the trees have been removed.

Very truly yours,

W. F. Chandler
Division Engineer

By Robert H Clark
ROBERT H. CLARK
Division Office Engineer

RHC:sl

cc: Mr. W. W. Stiffler

RECEIVED
COMMISSION

NOTED
W. W. STIFFLER

FORM E-30X 15M 5-48 22204

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1953

SUBJECT: Sisters Maintenance Station -

To: Mr. V. E. Chandler
Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

In accordance with the plan outlined in my letter of March 19 relative to Sisters Maintenance Station, we attach hereto copies of a plot plan showing the area which the Forestry Department has offered us for maintenance station use and plotted thereon the proposed location of the building, the entrance, yard fence and proposed yard area. It was thought that this map would be needed to accompany our application for this Use Permit. Should you require additional copies please advise.

It is possible also that this map may be used to locate those trees which will require removal and which we understand the Forest Service or their agents will remove. This information should be supplied the Forest Service at our early convenience so that they will have ample time to have the trees removed before our building contractor is ready to begin construction of the building.

We would appreciate advice from you as soon as a Use Permit has been obtained and advice also as to when the completion of the removal of the trees, to be performed by the Forest Service, can be anticipated.

It does not look now as if the Bridge Department designers will have the building design completed in time to call for bids at our June 25-26 meeting. The next meeting is tentatively proposed for August 6-7 and we feel that the letting of the building contract should definitely be no later than this.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Encls.
cc- W. W. Stiffler - Encl.

NOTED
W. W. STIFFLER

RECEIVED
FEB 26 1953
FOR FILING

[illegible]
[illegible]

February 25, 1953

Mr. Frank B. Folsom
Assistant Regional Forester
U. S. Forest Service
P. O. Box 4137
Portland 8, Oregon

Dear Sir:

Reference is made to your file USES, Deschutes Applications (State Highway Department), and your letter to the attention of Mr. Forrest Cooper, Right of Way Engineer, under date of September 12, 1952, relative to our application for a Special Use Permit for a four- or five-acre tract located in the SE¼ SE¼ of Section 5, Township 15 South, Range 10 East, W. M., near Sisters, Oregon, for the construction of a standard maintenance and equipment storage headquarters.

Since the winter season is rapidly drawing to a close, with very little, if any, snow on the ground, I would like to join with your suggestion that a joint inspection be made of the premises at an early date for the purpose of a joint discussion, site planning, access, access control, et cetera. Almost any date suitable to you or your representative would be agreeable to Mr. De France, Assistant Maintenance Engineer, and myself. However, if agreeable to the Forest Service, I would like to suggest either the first or second weeks of March - any day of the week except Monday. In other words, March 3rd to 6th, or March 10th to 13th.

Upon receipt of your reply, I will confirm by telephone the hour and place of meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. I. A. De France

FORM E-30 25M 1-52 08410

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 20, 1953

SUBJECT:

To:

Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Will you please refer to my letter of February 4th concerning the maintenance site at Sisters. We were talking about this site on your last trip and I think the matter should be settled, one way or another.

Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC:me

RECEIVED
FOR FILING

FORM E-30X 29M 6-51 80116

Maint
Bldg. Site

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon
February 4, 1953

SUBJECT:

[illegible] property [illegible] site 12-8-52

To:
Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Recently a party came in here and inquired if the State is going to buy a tract of land from Brooks-Scanlon lying one-half mile west of Sisters, as a maintenance site. This party had been to see Brooks-Scanlon, saying they wanted to purchase a tract near this location. Brooks-Scanlon had stated that they were holding this site to see if the State wished it. The description of this site went in some time ago, but has been held up due to the possibility of getting a site from the Forest Service immediately west of Sisters. I was wondering if anything has been done recently with the Forest Service to see if the State can obtain a site on their land. It was very decent of the Brooks-Scanlon Company to hold this property to see just what the State wishes to do. I would like to suggest that this matter be pushed a little, if possible, to get the matter settled.

Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC:me
cc: Mr. W. W. Stiffler ✓
Mr. R. L. Porter
Mr. R. W. Cozad

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION

BOX 4137
POST OFFICE BUILDING
PORTLAND, OREGON

Maint

ADDRESS REPLY TO
REGIONAL FORESTER
AND REFER TO

U
USES - Deschutes
Oregon State Highway Department

March 4, 1953

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Reference is made to Mr. Stiffler's letter of February 25.

We have just received word from Supervisor Crawford to the effect that he has prepared a rough draft of a site plan for a dual headquarters station located in the SE$\frac{1}{4}$SE$\frac{1}{4}$ Sec. 5, T. 15 S., R. 10 E., W.M. While the site plan has not been reviewed in the Regional office, we feel it is adequate for our proposed on-the-ground discussion.

If agreeable to you, we could meet you and other members of your department at the junction of the Santiam and McKenzie Highways near Sisters at 10:00 A.M. Tuesday, March 10. If for any reason this date is not convenient for you, please suggest another date and we will try to arrange our schedule accordingly.

18

Very truly yours,

Frank B. Folsom
FRANK B. FOLSOM
Assistant Regional Forester

Crawford Local Supervisor

NOTED
W. W. STIFFLER

RECEIVED
MAR 5 1953
ST. HIGHWAY

FORM E-90 37,900 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1952

SUBJECT: Future Treatment
Junction US20 and US126
West of Sisters

To: Mr. W. W. Stiffler

Consideration has been given to possible future intersectional development at the above-indicated junction, and transmitted herewith are two prints of our thoughts in the matter.

This is an important highway junction, however it is not one which will develop any extremely high traffic volumes in the forseeable future. Future treatment will therefore probably be confined to channelization at grade rather than any major interchange involving separate structure.

Crandall
F. B. Crandall
Traffic Engineer

FBC:ws

Enclosure

FORM E-30 25M 1-52 85419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1952

SUBJECT: Future Junction development West of Sisters.

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith two prints of map submitted by W. E. Chandler showing proposed future Junction development West of Sisters. This is the location referred to in a recent letter from Forest Service officials in conjunction with our request for a maintenance site somewhere in the portion of this 40 acres that lies north of the Santiam Highway.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Encls.
cc- W. E. Chandler - Encl.

RECEIVED
SEP 2[illegible] 1952
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 27,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1952

SUBJECT:

To: Mr. W. W. Stiffler
2nd Ass't. State Highway Engineer
OFFICE

I hand to you herewith a copy of a letter from Mr. Frank B. Folsom re the acquisition of an area of land northwesterly from Sisters for the construction of a maintenance station.

I believe that the forest people are favorable to granting a permit for the necessary construction, and it would appear to me that the next maneuver would be for someone from our department to meet with representatives of the forest service (to be designated by Mr. Folsom) to work the matter out on the ground.

I am handing the matter to you for action, however, if you wish the Right of Way Department to do anything further, please let me know.

Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:lb
enc.

cc: Mr. E. A. Collier

RECEIVED
SEP 16 1952
[illegible] OF
[illegible] ENGINEER

NOTED
W. W. STIFFLER

United States Department of Agriculture
Forest Service

COPY

U
USES, Deschutes
Applications
(State Highway Department)

September 12, 1952

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper

Gentlemen:

Reference is made to your letter of August 11, requesting a special-use permit for a four or five acre tract located in SE¼SE¼ of section 5, T. 15 S., R. 10 E.

This area is located in the forks of the McKenzie and Santiam Highways and was acquired from the Brooks-Scanlon Lumber Company for use as a new location for the Sisters Ranger Station and Warehouse site when construction of these facilities becomes possible. In the event of any development we hope we can maintain a roadside strip along both the McKenzie and the Santiam Highways. This is, of course, in keeping with our policy with the State and is important from a roadside preservation standpoint.

We understand it is the general practice of the State Highway Department to put in "right-hand turn designs" at important highway intersections, in order to provide better traffic control. While there may be some conflicting interests, we should like to look into the matter a little further and perhaps hold a joint discussion on the ground, followed by some preliminary site planning. In this manner we should be able to determine the best use of the land and whether it is possible to develop adequate and satisfactory sites for use by both agencies.

Your reaction to these suggestions will be appreciated and we shall be glad to meet with your representatives at a time that will be most convenient to you.

Very truly yours,

FRANK B. FOLSOM
Assistant Regional Forester

NOTED
W. W. STIFFLER

FORM E-123X 37,500 4-52

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 11, 1952

Mr. J. Herbert Stone
Regional Forester
U. S. Department of Agriculture
Forest Service
Post Office Building
Portland , Oregon

Re: Maintenance Site
Sisters

Dear Sir:

For some time the Highway Department has been attempting to locate a 4 or 5 acre tract in the vicinity of Sisters upon which to develop a maintenance station. Up to the present time the only thing that we have been able to locate that could be acquired was an area in the NW¼ SE¼ of Section 5, Township 15 South, Range 10 East. The tract to which I refer would be that portion of the quarter quarter section lying easterly of the Santiam Highway.

There are many objections to this location. It is somewhat remote from the town; it would be somewhat costly to develop the necessary utilities such as lights, water, etc.; and there are numerous other objections, most of them occasioned by the distance from the town of Sisters.

In studying the matter it has occurred to us that a tract in the SE SE of Section 5 would be highly desirable due to its proximity to Sisters. We find that the ownership of this forty is in the Forest Service.

The purpose of this letter is to ask that consideration be given to granting the Highway Commission a use permit to a 4 or 5 acre tract if this could be done without seriously conflicting with the interests of the Forest Service.

While a site near highway frontage would be the most desirable, it might be possible for us to utilize some of the more remote areas of the subdivision if nothing else was available.

NOTED
W. W. STIFFLER

We would, of course, be happy to comply with any reasonable regulations that might attach to our use. I hand this matter to you for consideration. Will you please advise me concerning it.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By:
Forrest Cooper
Right of Way Engineer

FC:rmw

cc: W. W. Stiffler

RECEIVED
FOR FILING

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1952

SUBJECT: Proposed Maintenance Station Site at Sisters

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Mr. Chandler has located a piece of property in the Sisters area which he recommends for purchase for use as a maintenance station site. He suggested a plot approximately 600'x300' lying west of the Santiam Highway at M.P. 100.38 Station 20. This is an excellent site and we recommend that the purchase be expedited as much as possible so that we can contract the construction of the badly needed Section Headquarters building. It is suggested that the area to be purchased however, be changed to 400'x400' tract as shown on the sketch map. This will provide 3.609 acres in a shape which lends itself to more advantageous use as a maintenance headquarters. You will note there is a 4" City water main across the property and that power is available on the McKenzie Highway to the south.

Mr. Chandler has discussed the matter with Brooks-Scanlon Company officials and is of the opinion that we can make the purchase for a reasonable price. Property in the vicinity of Sisters is closely held and high prices are asked; however, our relations with Brooks-Scanlon are very cordial and we believe the parcel in question may be purchased for not over $1500.

It was suggested that we locate our maintenance building on a portion of the park property located east of Sisters; however a glance at the map shows that this is impractical and that it would be costly. Some 1400' of water main would be required and a conservative estimate of cost would be $1.00 per lineal foot. This location does not provide the area that we would need for a maintenance station without encroaching on the park improvements. There is a possibility too, that the junction of the McKenzie and the McKenzie-Bned Highways may sometime require a left turn improvement and it would be very undesirable to have our maintenance station located adjacent to such an improvement.

We attach copy of property descriptions, Statement of Information and Original Authorizations for Negotiation. + map.

To H.G. Smith
7-24-52

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/db
Encls.
cc-

NOTED
W. W. STIFFLER

117-101 Grants Pass-Murphy Section of 1953
the Williams [illegible] Hy. South-
[illegible]001 westerly from Grants Pass.

RECEIVED
MAR 18 1955
FOR FILING

117-
4-

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 16, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4001	8-Final	C. C. Meisel	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4999	R-118045	$ 4,405.71	3/16/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified Completion Date: **May 31, 1954**

Time Extensions: **to July 20, 1954 without penalty**

Completion Date: **July 20, 1954**

Date Accepted: **Aug. 9, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-17-55**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
NOV 3 1954
FOR FILING

117-[illegible]
[illegible]

November 1, 1954

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

State Highway contract No. 4001 for work performed on the Grants Pass-Murphy Section of the Williams Secondary Highway in Josephine County was completed by the contractor, C. C. Meisel, on July 20, 1954, and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $3,061.71 will be released to the contractor on or after November 12, 1954. The total contract amount is $102,057.08, of which amount $1,232.89 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Standard Accident Insurance Co.,
J. S. Laird, Agent
Spalding Bldg.,
Portland 4, Oregon

NOTED ON CARD

11-1-54, S

RECEIVED
AUG 27 1954
FOR FILING

[illegible]

4.1

August 26, 1954

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel on contract No. 4001, covering grading and surfacing on the Grants Pass-Murphy Section of the Williams Secondary Highway in Josephine County.

This payment, in the amount of $10,673.07 will be released to contractor on or after September 7, 1954. The retained percentage is $3,061.71.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Standard Accident Insurance Company
cc: J. S. Laird
Spalding Bldg.,
Portland 4, Oregon

NOTED ON CARD

8-26-54 cl

RECEIVED
FOR FILING

117-1016

4001

August 18, 1954

Mr. C. C. Meisel
McMinnville
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for an extension of time from July 15 to August 15, 1954 within which to complete your contract No. 4001, covering the Grants Pass-Murphy Section of the Williams Highway in Josephine County.

I am pleased to inform you that the Highway Commission granted your request to July 20, 1954, the actual completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

A. L. Chapman,
Resident Engineer

H. O. Smith,
Construction Engineer

RECEIVED
JUL 2? 1954
FOR FILING

July 26, 1954

Oregon State Highway Commission

Request for extension of time
No. 9
August 9 and 10 Meeting

Gentlemen:

Herewith is a request from C. G. Meisel for an extension of time on the Grants Pass-Murphy Section of the Williams Highway, Contract No. 4001, from July 15, 1954 to August 15, 1954. The contract had been previously extended to July 15, but poor weather and an additional amount of work required on driveways and mailbox post replacements resulted in an overrun to July 20.

The contract was actually completed on July 20, and I recommend that the extension be granted to that time without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

10

Form E-1—10M

117-1016
4001

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final Report

For Week Ending July 24th., 1954, 19

Section Grants Pass - Murphy

Kind of work Grading & Oil Mat Surfacing

Highway Williams

Section prefix 117-1016

Contractor C. C. Meisel

Contract number 4001

Date of contract August 15, 1953, 19

Date of completion May 31, 1954, 19

Date work started November 16, 1953, 19

Estimated date of completion July 20th., 1954, 19

Amount of contract . . . . $ 105,367.53

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . $ 102,714.89

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 6,974.63, 86.5 %

Date project was completed July 20th., 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed painting mail box posts and finished all clean-up work on Tuesday of this week.

Complete semi-final estimate except for extra work bills which we have not, as yet, received from the contractor.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
JUL 26 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.07	6.07		6.07	
Miles partially completed					
Miles completed	6.07	6.07		6.07	
Total estimated quantities	800 Hrs.	18,500		4,400	
Estimated quantities moved or placed to date	800 "	18,500		4,400	
Average daily quantities Past Week	-	--		--	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

4231

PAUL W. HAVILAND
ATTORNEY AT LAW
GOLDY BUILDING
MEDFORD, OREGON

July 14, 1954

NOTED
W. C. WILLIAM

C O P Y

Mr. C. C. Meisel
Contractor
McMinnville, Oregon

Dear Mr. Meisel:

Please be advised that I represent the General Insurance Company of America in connection with a claim they have against you by reason of their being subrogated to the interests of Rev. Leslie Dunton of Coos Bay, Oregon, whose vehicle was sprayed by road oil by one of your trucks on Murphy Road near Grants Pass, Oregon, on June 16, 1954, at which time the Rev. Dunton's vehicle was stopped in a line of traffic by reason of a flagman who was controlling traffic for you.

It cost $18.00 to remove the oil spray from Mr. Dunton's vehicle and restore his vehicle to the condition it was in immediately prior to the happening of this event.

Demand is hereby being made upon you in behalf of the General Insurance Company of America for the sum of $18.00, which demand is made in accordance with Oregon statutes providing for attorney's fees and court costs in the event that settlement is not reached within ten days.

Undoubtedly, you were covered by insurance in this matter and it is therefore suggested that you immediately forward this communication to your insurance carrier and they will be pleased to handle the matter for you.

Very truly yours,

Paul W. Haviland

Paul W. Haviland

PWH:ms
cc: State Highway Department
Salem, Oregon

RECEIVED
FOR FILING

117 - [illegible]

4 [illegible]

June 30, 1954

Mr. [illegible]. C. Weisel
McMinnville
Oregon

Dear Sir:

The State Highway Commission at its meeting held on June 23 had under discussion your request for an extension of time, from May 31 to July 15, 1954, within which to complete your contract No. 4001 for grading and surfacing on the Grants Pass-Murphy Section of the Williams Highway in Josephine County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

[illegible]. L. Chapman,
Resident Engineer

H. G. Smith,
Construction Engineer

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FOR FILING

[illegible]

4 [illegible] 1

June 16, 1954

Oregon State Highway Commission

Request for extension of time
No. 9
June 23 and 24 Meeting

Gentlemen:

Herewith is request from C. C. Meisel for an extension of time on the Grants Pass-Murphy Section of the Williams Highway, Contract No. 4001, from May 31, 1954 to July 15, 1954.

The starting of this project was delayed last fall due to the necessity of waiting for the completion of the irrigation season before installing pipes which were necessary to permit grading operations. Because of inclement weather the Division Engineer requested that the grading not be started this spring until the ground was sufficiently dried out to permit carrying traffic through the project.

No inconvenience, delay or added expense will be incurred. I recommend, therefore, that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

FORM E-30X 37½ 9-54 73730

17-1016

4001

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:
Mr. C. W. Enfield
Chief Counsel
OFFICE

In connection with the reconstruction of the Grants Pass-Murphy Section of the Williams Secondary Highway in Josephine County, it has been necessary to relocate two poles of the California Oregon Power Company as shown on the attached sketch.

These poles were formerly on private right of way and in accordance with your recent decision in this matter, it will be necessary to give C.O.P.Co. an easement, 5 feet in width, for these two poles which would, in effect, obligate the State to pay for any future moves occasioned by highway needs.

Will you please have the necessary easement form prepared and present it to the Highway Commission for execution, after which the easement should be transmitted to the California Oregon Power Company, attention W. J. Moyer, District Manager, Grants Pass, Oregon. Notice of transmittal should be sent to this office and to Tom Edwards, Division Engineer at Roseburg.

Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.
cc W. C. Williams ✓
Tom Edwards

RECEIVED
FOR FILING

114-1216

4 . 1

September 11, 1953

Mr. C. C. Meisel
McMinnville
Oregon

Dear Sir:

We enclose herewith for your record and files a fully executed copy of each of the following contracts awarded to you by the State Highway Commission:

Contract No. 4001, for grading and surfacing on the Grants Pass-Murphy Section of the Williams Highway in Josephine County, awarded August 6,1950.

Contract No. 4012, for surfacing on the Sheep Creek Hill-Imnaha Section of the Little Sheep Creek Highway in Wallowa County, awarded August 7, 1953.

A copy of these contracts are also being sent to the surety on your performance bond#.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Recorded

RECEIVED
AUG 11 1953
FOR FILING

117-1616

4001

August 10, 1953

Mr. C. C. Meisel
McMinnville, Oregon

Dear Mr. Meisel:

The State Highway Commission on August 6, 1953, awarded to you State Highway Contract No. 4001 for grading and oil mat surfacing on the Grants Pass-Murphy Section of the Williams Highway in Josephine County. This award was based on your bid of $100,155 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc: H. G. Smith
S. H. Probert
SLAC W. M. Franzwa

RECEIVED
JUL 7 1953
FOR FILING

117-[illegible]

[illegible]201

S-244(3)

July 6, 1953

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to Item No. 193, Project S-244 (3), Grants Pass-Murphy Section of the Williams Secondary Highway FAS-260 in Josephine County.

Because of heavy expense involved in the acquiring of rights of way for an adequate improvement, our Highway Commission deems it advisable to defer contracting of the project for the time being and to use elsewhere the funds that have been allotted to it. We therefore request withdrawal of the project from the approved program.

The road officials of Josephine County have consented to this withdrawal.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
MAY 7 1953
FOR FILING

111-1196

4001

May 5, 1953

Oregon State Highway Commission

Gentlemen:

At the last meeting of the Commission you approved withdrawal of the Grants Pass-Murphy Section of the Williams Secondary Highway as a federal-aid project, for the reason that only $[illegible] had been allocated to this section and to construct the section in accordance with requirements of the Bureau of Public Roads and purchase necessary right of way required by such standards would involve a total expenditure of approximately $[illegible].

I do not believe this amount of money is at all justified on this section, but do believe it should be improved by minor widening and a medium type oil surface 1½" in thickness. The present stability is not critical, and the medium type oil resurfacing will bring the highway to a satisfactory standard for traffic thereon.

The estimated cost of the minor widening and medium type oil surfacing is $110,000. As we had planned to construct this section as a Bureau of Public Roads project, I believe we should go ahead with the improvement on the lesser cost basis as a state project. This will be keeping faith with Josephine County and at the same time effect a satisfactory improvement for the traffic, which is quite heavy, being 3,300 daily at the northern terminus and 1,400 at the southern terminus, which results in an average traffic of 2,350. Inasmuch as this project was originally approved between the State Highway Commission and Josephine County, it is necessary to secure the County's approval before the project can be withdrawn from the federal-aid program. I, therefore, recommend that at the coming meeting you approve the improvement of this section as a state project, at the estimated cost of $110,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me lg

RECEIVED
APR 6 1953
FOR FILING

Const
R/W
Williams [illegible]

April 2, 1953

Oregon State Highway Commission

Gentlemen:

In our 1954 federal-aid secondary program, which program we are now placing under contract, there are allocated $150,000 to the Grants Pass-Murphy Section of the Williams Secondary Highway in Josephine County. It was intended that the $150,000 be utilized in the construction of an asphaltic concrete pavement on the existing oiled surface.

It has now developed that right of way over a considerable portion of this section is only 40 feet in width, which does not meet prescribed standards of the Bureau of Public Roads. There is not sufficient room in the existing right of way to widen the existing roadway, and it is estimated that to acquire the additional right of way would cost approximately $100,000, this by reason of the fact that there are a great number of residences along both sides of the highway and some 140 separate ownerships would be involved. In addition, to widen the existing roadbed with additional base rock required for stabilizing the widened portions and resurface the existing roadbed would cost $290,000, making a total expenditure, including right of way, of approximately $390,000.

We do not have any such amount of money available, and I believe the project should be withdrawn as a federal-aid project and the $150,000 allotment be temporarily held in reserve, with the thought of meeting some overruns developing on other projects. However, should the money not be needed to cover overruns, it could be allocated to improvement of some sections of secondary highways in [illegible] that would meet Bureau of Public Roads' requirements.

In the meantime, we can maintain without too much difficulty the existing roadbed which, as I stated before, has an oiled surface, and at some future date we perhaps could further improve the existing roadway as a state project, which would not require the acquisition of expensive right of way and the additional costs of the widening that would be required to meet the Bureau of Public Roads' standards.

This item will be on the next agenda, and I will appreciate your decision in this matter.

Yours very truly,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

WCW:me fp

FORM E-20 37,000 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1953

SUBJECT: Mileage cost - Williams Secondary Highway

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

The average per mile cost of maintenance, both section and extra gang for the Williams Secondary Highway for the last three years, is as follows:

1950	$886.19
1951	$580.06
1952	$725.93
Average for three years	$731.00

These costs cover the entire length of the secondary highway. The first six miles from Grants Pass to Murphy carries the heaviest traffic and no doubt a proportionately higher amount of the maintenance cost.

[illegible]
W. C. WILLIAMS

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section

PROJECT BASE DESIGN

Section: Grants Pass - Murphy

Highway: Williams Secondary

County: Josephine

Prefix: 117-1441-900

Res. Engr. G. E. Roberts

Length of Project: 6.1 miles

Stations: 0+00 to 16+48.5
(313+38 = 9+50)

This section of highway carries some heavy hauling but not sufficient to classify as heavy traffic. The following recommended thickness of base course and wearing surface is based upon traffic conditions between medium and heavy.

Approx. Sta. 0+00 to 148+00 - 16 inches base & wear. surf.
" " 148+00 to 275+00 - 13 " " " " "
" " 275+00 to 16+48.5 (313+38 = 9+50) - 20 " " " " "

Submitted by
Ass't. Construction Engineer

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
Ass't. State Highway Engineer

cc Ass't. State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer (Edwards)
Resident Engineer (Roberts)
Soils Division

1/22/53

S-229(4)   Fall Creek Bridge   1953

#4002

RECEIVED
JUN 23 1954
FOR FILING

(4)

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 21, 1954

(CONTRACT NO.) 4002	(EST. NO.)	(CONTRACTOR)	
4002	8-final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11594	R-96887	$ 3,262.25	6/18/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: April 30, 1954

Time Extensions: None

Completion Date: March 2, 1954

Date Accepted: April 1, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-21-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed: 54

caw

6-22-54

RECEIVED
MAY 26 1954
FOR FILING

May 25, 1954

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4002 for construction of the Fall Creek Bridge on the Alsea Highway in Lincoln County was completed by the contractor, Babler Bros.Inc., March 2 and was formally accepted by the Highway Commission April 1, 1954.

Final payment in the amount of $3,262.25 will be released to the contractor on or after June 4, 1954. The total contract amount is $39,057.35 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
5-25-54, gl

RECEIVED
SEP 11 1953
FOR FILING

September 10, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your record and files, a fully executed copy of contract No. 4002, which was awarded to you on August 6, 1953 by the State Highway Commission, for construction of the Fall Creek Bridge on the Alsea Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 11 1953
FOR FILING

[illegible]

[illegible]

August 10, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission on August 6, 1953, awarded to you State Highway Contract No. 4002 for construction of the Fall Creek Bridge on the Alsea Highway in Lincoln County. This award was based on your bid of $41,744 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa
G. S. Paxson

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

S-229(4)

4-2

August 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4002 for Oregon Project S-229(4), Fall Creek Bridge on the Alsea Highway, to Babler Bros., Inc. of Portland, Oregon, low bidder in the amount of $41,744.00 at the August 6, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

2 -1030 [illegible] 1973

#303

RECEIVED
JUL 1 1 1954
FOR FILING

July 14, 1954

Schwenn & Brink
Attorneys at Law
Lawyers Building
Hillsboro, Oregon

Attention: Mr. W. C. Schwenn

Gentlemen:

Your letter of July 9th addressed to Mr. R. C. Smith, Construction Engineer, has been referred to this office for reply.

Your letter pertained to an accident which occurred December 23, 1953, on bridge construction over the Luckiamute River on 99W south of Monmouth. It appears that this project pertains to our Contract No. 4003 awarded to Tom Lillebo of Reedsport.

As requested we have attached a copy of the contract and call attention to provisions shown on pages 1 and 2 of the "Special Provisions" pertaining to the contractor's responsibility for fences and baracades and to Section 7 on page 8 of the "General Specifications".

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

SCHWENN & BRINK
ATTORNEYS AT LAW
LAWYERS BUILDING
HILLSBORO, OREGON
TELEPHONE 3891

MERVIN W. BRINK

W. C. SCHWENN

July 9, 1954.

Mr. H. G. Smith, Construction Engineer,
State Highway Department,
Salem, Oregon.

Dear Sir:

We represent Mrs. Tracy Stewart, who was injured when her husband drove their vehicle against an unlighted barricade on the bridge construction over the Luckimute River. This bridge construction was being carried out by Tom Lillebo, pursuant to a contract with the State of Oregon Highway Commission.

The accident in question happened on December 23, 1953, and the construction job was on 99W just south of Monmouth, Oregon. We would like to know whether the State's contract with Tom Lillebo imposed on Lillebo the duty to properly light the bridge barricades and the new bridge constuction. If at all possible, we would like to have a copy of the contract between the State and Lillebo. There is no thought that any claim will be made against the State of Oregon in connection with Mrs. Stewart's injuries, but we are considering bringing an action against Lillebo for negligently failing to maintain lights on the bridge barricades.

Thank you for your cooperation in this matter.

Very truly yours,

WCSchwenn

wcs-p

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JUL 12 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1[illegible] 1954
[illegible] OF
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 27, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4003	8-final	TOM LILLEBO	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7934	R-92744	$ 8,913.51	4/27/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: May 31, 1954

Time Extensions: None

Completion Date: March 18, 1954

Date Accepted: April 1, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-30-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Assistant Secretary

Warrant Mailed: aaw

4-30-54

RECEIVED
FOR FILING

[illegible]

4003

April 14, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4003 for construction of the Luckiamute River Bridge on the Pacific Highway West in Polk County was completed by the contractor, Tom Lillebo, on March 18 and was formally accepted by the Highway Commission on April 1, 1954.

Final payment in the amount of $8,913.51 will be released to the contractor on or after April 24, 1954. The total contract amount is $89,852.23 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

4-14-54 gl

RECEIVED
SEP 11 1953
FOR FILING

September 10, 1953

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 4003, which was awarded to you on August 6, 1953 by the State Highway Commission, for construction of the Luckiamute River Bridge on the Pacific Highway West in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 11 1953
FOR FILING

27-112

11 2

August 10, 1953

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on August 6, 1953, awarded to you State Highway Contract No. 40-5 for Bridge Construction on the Luckiamute River Bridge Section of the Pacific West Highway in Polk County. This award was based on your bid of $93,040 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc: H. G. Smith
S. H. Probert
SL-C W. M. Franzwa
G. S. Paxson

RECEIVED
JAN 1953
FOR FILING

[illegible]

[illegible]

Salem, Oregon
January 28, 1953

Mr. G. S. Paxson

Relative to the Luckiamute River Bridge, No. 6653, Pacific Highway, Mr. Baldock advises that there is no manner in which we can obtain $120,000 of primary highway funds to build a new bridge at this time. He requests that such maintenance work be performed as is necessary to keep the existing structure in operation for another two or three years.

W. C. Williams

WCW:me

FORM E-30 25M 1-52 85419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1953

SUBJECT: Luckiamute River Bridge
Westside Pacific Highway
Polk County
Bridge No. 6653

Patch up until
funds available

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

The Luckiamute River Bridge on the Westside Pacific Highway was built in 1942, during the period when the only material we could get was untreated timber. The foundation piling and the deck are getting badly decayed and it will be necessary to do a very considerable amount of work on the structure. The trusses failed several years ago and were replaced with treated timber and are now in good condition. However, the floor beams were not replaced and are showing some decay.

I believe that rather than spend a large amount of money in maintenance that consideration should be given to replace this structure with a permanent bridge. We estimate that a new bridge at this location will cost approximately $120,000.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:cb
cc I. A. DeFrance

S-152(1) Summit Sec., Hemlock Sand Lake 1953
Co. Rd.
#4004

RECEIVED
FEB 2 1955
FOR FILING
152

Summit
Contract #4004

FINAL COST ANALYSIS
Grading
Grimstad & Vanderveldt, Contractor
B. P. Huntley, Resident Engineer

Hemlock-Sand Lake Road
Prefix 529-1053-201(41)

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	All	100%	$	$12,940.42	$10,000	$10,000.00
Struct. Excav., Unclass.	700.42	Cu. Yd.	0.99	693.82	2.00	1,400.84
General " "	79,352.8	" "	0.337	26,732.55	0.25	19,838.20
Short Overhaul	190,858.5	Yd. Sta.	0.0151	2,883.50	0.015	2,862.88
Long "	3,003.4	C-Yd. Sta.	0.426	1,278.76	0.50	1,501.70
Finish R/B & Slopes	0.7	Mile	736.27	515.39	600.00	420.00
18" Corr. Metal Pipe	108.0	Lin. Ft.	4.20	453.58	4.00	432.00
24" Corr. Metal Pipe, Extra Strength	230	" "	9.92	2,280.96	9.00	2,070.00
30" Corr. Metal Pipe	240	" "	13.46	3,231.51	13.00	3,120.00
Salvage Culvert Pipe	27	" "	1.75	47.18	3.00	84.00
6" Perf. Drain Pipe, Coated	582	" "	1.72	1,003.56	2.00	1,164.00
8" Perf. Drain Pipe, Coated	512	" "	2.65	1,359.31	3.00	1,536.00
3/8"-0" Backfill in Drains	159	Cu. Yd.	10.86	1,726.38	10.00	1,590.00
PA #1, 4' x 8' Wooden Silt Boxes in Place	2	Each	72.23	144.46	75.00	150.00
PA #2, Const. 6" x 8" Perf. Metal Tees & Elbows	8	"	12.73	99.46	10.00	80.00
PA #3, 24" Corr. Metal Pipe in Place	290	Lin. Ft.	7.15)	2,074.88	(6.00	1,740.00
36" x 10' Section of Corr. Metal Coated Pipe in Place	2	Section	125.61)	251.22	(101.70	203.40
Force Account, Extra Clearing				1,015.46		1,147.22
				$58,732.30		$49,337.24

Total Cost	$58,732.30
Gross Revenue	49,337.24
Net Loss	$ 9,395.06

Net Loss Equals 19% of Gross Revenue

Summit Section
Hemlock-Sand Lake Road

Detail of Cost

Labor:				
Labor & Supervision			$23,968.81	
Labor Insurance			1,776.57	
				$25,745.38
Materials:				
18" Corr. Metal Pipe	108 Lin. Ft. at	$2.87	$ 324.31	
24" " " "	290 " " "	4.57	1,370.00	
24" Corr. Metal Pipe, Extra Strength	230 " " "	5.97	1,438.77	
30" Corr. Metal Pipe	240 " " "	9.30	2,334.30	
6" Perf. Drain Pipe, Dipped	582 " " "	1.08	659.88	
8" " " " "	512 " " "	1.54	825.23	
36" Corr. Metal Pipe	20 " " "	9.30	186.00	
3/8"-0" Backfill in Drains	159 Cu. Yd. "	4.50	716.00	
Lumber			90.00	
				7,944.49
Equipment Rental & Misc.:				
Equipment Rental (Owned)			$19,141.36	
" " (Hired)			300.00	
Gas, Oil and Grease			2,433.00	
Bond			296.02	
Move In, Freight & Cartage			760.00	
Small Tools			203.04	
Explosives			174.00	
Misc. Supplies			1,262.96	
Home Office & General Overhead			507.86	
				25,077.24
Total Cost				$58,767.11

Summit Section of Hemlock-Sand Lake County Road

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 0.7 mile highway roadbed, involving approximately 80,000 cu. yds. of excavation.

The project was bid and awarded August 6th, 1953, and was completed July 31st, 1954.

The contractor moved onto the project February 25th, 1954, and worked 40 days clearing and grubbing with two D-7 cats with dozers and logging drums. A 3/4 cu. yd. shovel was used to pile logs and debris for burning. Clearing progress was slow due to rain and noticeable amount of down timber which contractor had overlooked. A loss was sustained.

Grading was started May 5th, 1954, with two D-7 cats and carryalls, two super C tournapulls, D-7 cat with dozer, 12-foot patrol and wobble wheel roller pulled with McCormack Deering tractor. Extremely wet weather slowed work with only 3 weeks out of the 11 being worked steady. Pipe installations were all in difficult locations, and a slight loss was encountered with the exception of 6" and 8" perforated corrugated metal. Due to logging operation, considerable time was lost towing heavy log trucks through job and maintaining the road for traveling public. County was responsible for all surfacing.

The net loss to the contractor was 19%.

Oscar Cutler
Chief Cost Analyst

By . . H. R. Sturgis

RECEIVED
FOR FILING

S-15[illegible] (1)
4 4

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OREGON STATE HIGHWAY DEPARTMENT

(date)
December 10, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4004	8-Final	Grimstad & Vanderveldt	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25282	B-110447	$ 1,480.12	12/10/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 31, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-14-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 14 1954
Ruth Rawlings

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DEC 2 - 1954
FOR FILING

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[illegible]

[illegible]

December 2, 1954

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State highway contract No. 4004 for work performed on the Summit Section of the Hemlock-Sand Lake Road in Tillamook County was completed by the contractor, Grimstad & Vanderveldt, on July 31, 1954 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $1,480.12 will be released to the contractor on or after December 13, 1954. The total contract amount is $49,337.24 of which amount $1,147.22 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
12-2-54

RECEIVED
OCT 26 1954
FOR FILING

5-152 (1)
4004

October 26, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Grimstad & Vanderveldt on contract No. 4004, for grading on the Summit Section of the Hemlock-Sand Lake Road in Tillamook County. This payment, in the amount of $1,022.74, will be released to the contractor on or after November 5, 1954. The retained percentage is $1,480.12.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ed Fearey & Co.
Spexarth Bldg.
Astoria, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
10-26-54 gl

RECEIVED
AUG 23 1954
FOR FILING

S-152(1)
4004

August 20, 1954

Ed. Fearey & Company
Spexarth Bldg.,
Astoria
Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Grimstad & Vanderveldt a portion of the funds heretofore retained by the Commission on contract No. 4004 covering grading on the Summit Section of the Hemlock-Sand Lake Road in Tillamook County.

This payment, in the amount of $6,108.65 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,448.49. The present payment will be released on or after August 30, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

NOTED ON CARD

8-20-54 g

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AUG 18 1954
FOR FILING

S-152(1)
4004

August 11, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 2 covering extra clearing and grubbing on the Summit Section of the Hemlock-Sand Lake Road in Tillamook County, Contract No. 4004, in connection with Federal Aid Project No. S-152 (1).

This work is necessary to clear slide areas outside of the original clearing limits.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Encl.

DBP:eh

RECEIVED
AUG 6 - 1954
FOR FILING

S-152 (1)
4004

August 4, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1954 on Contract No. 4004, Summit Section, in Tillamook County, in connection with Federal Aid Project No. S-152 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:dr

cc: John Cattrall